

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4885

號六廿月五年一十三緒光

WEDNESDAY, JUNE 28, 1905.

三拜禮

號八廿月六英曆舊

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,720,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. NEW YORK.
NAGASAKI. HONOLULU.
YOKOHAMA. SHANGHAI.
SAN FRANCISCO. NEWCHANG.
HONGKONG. MUKDEN.
TIENTSIN. PORT ARTHUR.
PEKING. CHEFOO.
Kobe. DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd May, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sinking Fund \$10,000,000
Silver Reserve \$18,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HART, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
E. GOSSET, Esq.
G. H. MEDHURST, Esq.
A. J. RAYMOND, Esq.
F. SALINGER, Esq.

CHIEF MANAGER: J. R. M. SMITH.

MANAGER: Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTRY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow,
Tientsin, Tsingtau, Tsinanfu.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. [25]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1905. [57]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$3,250,000
RESERVE FUND.....GOLD \$3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Descrip-
tion of Banking and Exchange Business,
receives Money in Current Account and ac-
cepts Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Voeux Road,
Hongkong, 26th May, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

ON THE 12TH NOVEMBER, 1896

Shanghai Tael.

UNSUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 1/2 per Annum Fixed Deposits for 3 months.

4 1/2 " " " " " " " " " " " "

5 1/2 " " " " " " " " " " " "

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£8,000,000

RESERVE LIABILITY OF SHAREHOLDERS.....£8,000,000

RESERVE FUND.....£2,750,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

" " " " " " " " " " " "

" " " " " " " " " " " "

T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905. [34]

ALL SUFFERERS FROM

NERVOUSNESS AND GENERAL
DEBILITY
SHOULD TRY OUR
NERVINE PILLS.

THEY stimulate and brace up the system
and act also as a First-class Tonic.

IN BOTTLES.....\$1.50.

THE PHARMACY,

50, QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, 28th March, 1905. [43]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL ON	REMARKS.
SINGAPORE and BOMBAY...	TIENTSIN	Thursday, June 29th	Freight only. (Calling at Penang and Colombo if sufficient inducement offers).
SHANGHAI	CHUSAN	About 30th June	Freight and Passage.
LONDON, &c.	NUBIA	July 1st, Noon	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALESTINE	About 7th July	Freight only.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE.	JAPAN	About 8th July	Freight and Passage.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 27th June, 1905. [3]

Intimations.

LANE, CRAWFORD & CO.



LANE, CRAWFORD & CO.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED

FOOCHOW TEA.

PRICES:

Including Freight, Duty and Delivery to any address in the United Kingdom,

Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

Hongkong, June 16th, 1905. [34]

KÜPPER'S

PILSENER BEER.

The best PILSENER in the East; ask for Küpper,
and see that you get it.

CALBECK, MACGREGOR & CO.,
SOLE AGENTS.

15, QUEEN'S ROAD CENTRAL,
Hongkong, 6th June 1905. [17]

E. C. WILKS & Co.,

CONSULTING MARINE & ELECTRICAL
ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES,
RACING AND CRUISING.

OUR MOTORS

For Reliability, Workmanship,
Durability, Lightness.
Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.
Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.
W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.
H. W. JOHN'S CANADIAN ASBESTOS COOKS.
Cable Address: "MARINEWORK," Hongkong.
Telephone No. 358.
12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [301]

Intimations.

Bovril is bottled energy.

In the most enervating
climates BOVRIL
gives vigour and nervous
force.



57]



TRY IT "CLUB" THAT'S ALL.

Pronounced the best Scotch Whisky at the price
on the Market.

Per Dozen \$14.00

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 22nd June 1905. [36]

PHOTO SUPPLIES.

LONG, HING & Co.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [45]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905. [26]

VICTORIA HOTEL,

SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL,

MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND

TOURISTS.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTOR

AND GENERAL COMMISSION

AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905. [44]

HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.

7.30 a.m. to 8.00 a.m. ... Every 15 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.30 a.m. ... Every 15 minutes.

9.30 a.m. to 10.00 a.m. ... Every 15 minutes.

10.00 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.00 a.m. to 11.30 a.m. ... Every 15 minutes.

11.30 a.m. to 12.00 p.m. ... Every 15 minutes.

12.00 p.m. to 12.30 p.m. ... Every 15 minutes.

12.30 p.m. to 1.00 p.m. ... Every 15 minutes.

1.00 p.m. to 1.30 p.m. ... Every 15 minutes.

1.30 p.m. to 2.00 p.m. ... Every 15 minutes.

2.00 p.m. to 2.30 p.m. ... Every 15 minutes.

2.30 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 3.30 p.m. ... Every 15 minutes.

3.30 p.m. to 4.00 p.m. ... Every 15 minutes.

4.00 p.m. to 4.30 p.m. ... Every 15 minutes.

4.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

5.30 p.m. to 6.00 p.m. ... Every 15 minutes.

6.00 p.m. to 6.30 p.m. ... Every 15 minutes.

6.30 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 7.30 p.m. ... Every 15 minutes.

7.30 p.m. to 8.00 p.m. ... Every 15 minutes.

8.00 p.m. to 8.30 p.m. ... Every 15 minutes.

8.30 p.m. to 9.00 p.m. ... Every 15 minutes.

9.00 p.m. to 9.30 p.m. ... Every 15 minutes.

9.30 p.m. to 10.00 p.m. ... Every 15 minutes.

10.00 p.m. to 10.30 p.m. ... Every 15 minutes.

10.30 p.m. to 11.00 p.m. ... Every 15 minutes.

11.00 p.m. to 11.30 p.m. ... Every 15 minutes.

11.30 p.m. to 12.00 a.m. ... Every 15 minutes.

12.00 a.m. to 12.30 a.m. ... Every 15 minutes.

12.30 a.m. to 1.00 a.m. ... Every 15 minutes.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,551 tons, Captain H. D. Jones.
 "POWAN," 2,338 tons, Captain G. F. Morrison, R.M.R.
 "FATSHAN," 2,280 tons, Captain R. D. Thomas.
 "HANKOW," 3,073 tons, Captain C. V. Lloyd.
 "KINSHAN," 1,995 tons, Captain J. J. Lonsdale.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.
 "NANNING," 599 tons, Captain C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES: Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak-Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Busch. S.S. "SANUI," Capt. J. Wilcox.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shui-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES: Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

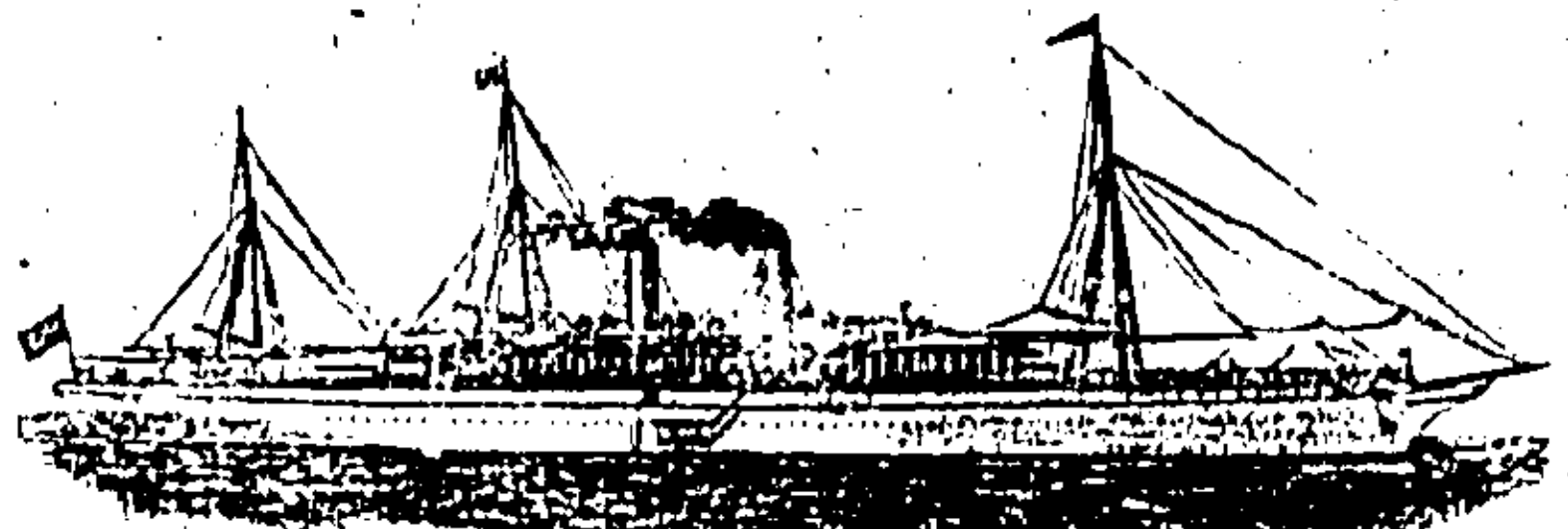
HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Biss. S.S. "HONGKONG," Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
 FARES: Hongkong to Kongmoon, Single \$6.00.
 Hongkong to Kumchuk, Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 20th June, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAYING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "TARTAR"	4,415	W. Davison, R.N.R.	WEDNESDAY, 5th July.
"EMPEROR OF JAPAN"	5,000	H. Pybus, R.N.R.	WEDNESDAY, 12th July.
"EMPEROR OF CHINA"	5,000	R. Archibald, R.N.R.	WEDNESDAY, 2nd Aug.
"ATHENIAN"	3,440	S. Robinson, R.N.R.	WEDNESDAY, 9th Aug.
"EMPEROR OF INDIA"	5,000	E. Beetham, R.N.R.	WEDNESDAY, 23rd Aug.

Hongkong to London, 1st Class, Intermediate and 2nd Class, via New York £60.
 Hongkong to London, Intermediate and 2nd Class, via New York £40.
 Steamers, and 1st Class Rail £40. " £42.

THE magnificent twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL PATRS (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 D. E. BROWN, General Agent,
 9, Pedder's Street.
 Hongkong, 21st June, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGAVIA	HAVRE, ANTWERP and HAMBURG.	7th July.
SITHONIA	Calling at SPOR, PENANG & COLOMBO.	12th July.
ACILIA	HAVRE and HAMBURG.	26th July.
ALESIA	Calling at SPOR, PENANG & COLOMBO.	9th August.
SAMBIA	HAVRE and HAMBURG.	23rd August.
RHENANIA	Calling at SPOR, PENANG & COLOMBO.	6th Sept.
VANDALIA	Calling at SPOR, PENANG & COLOMBO.	about Oct.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloons and cabins amply lighted throughout by Electricity.

Daily qualified Doctor and Stewards are carried.

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Oversea Buildings.
 Hongkong, 21st June, 1905.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
DARMSTADT	WEDNESDAY, 5th July.
SCHARNHORST	WEDNESDAY, 19th July.
PRINZ HEINRICH	WEDNESDAY, 2nd August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 16th August.
PREUSSEN	WEDNESDAY, 30th August.
ROON	WEDNESDAY, 13th September.
DAISY	WEDNESDAY, 27th September.
PRINZESS ALICE	WEDNESDAY, 11th October.
SACHSEN	WEDNESDAY, 25th October.
PRINZ REGENT LUITPOLD	WEDNESDAY, 8th November.
PRINZ HEINRICH	WEDNESDAY, 22nd November.

ON WEDNESDAY, the 5th day of July, 1905, at Noon, the Steamship DARMSTADT, Captain G. Bolte, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 3rd July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 4th July, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 4th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than £1.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHL, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,761	THURSDAY, 29th June.
PRINZ WALDEMAR	3,427	TUESDAY, 25th July.
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.

ON THURSDAY, the 29th June, 1905, at Noon, the Steamship WILLEHAD, Captain Ph. Obenaus, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

EUROPEAN & AUSTRALIAN SERVICE.

For STEAMERS ABOUT
 KOBE & YOKOHAMA PRINZ SIGISMUND TUESDAY, 1st August.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA SCHARNHORST WEDNESDAY, 5th July.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA PRINZ HEINRICH WEDNESDAY, 19th July.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 26th June, 1905.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half July	JAVA PORTS	Second half July
TJILATJAP	JAVA PORTS	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAH	JAPAN	Second half June	JAVA PORTS	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE
 JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 ALEXANDRA BUILDINGS, 3rd Floor.
 Hongkong, 7th June, 1905.

Intimations.

BAY VIEW HOUSE, MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of Hongkong Visitors, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUORS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:

"BAYVIEW, MACAO."

Macao, 7th June, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG, 李貴隆

CABINET-MAKER and ART DECORATOR, from Shanghai, has opened a FURNITURE STORE

at No. 45, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphic Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. writes as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.
 ORDERS, punctually attended to, and CHARGES most moderate.
 AN INSPECTION INVITED.
 Hongkong, 6th December, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 608, or 681

Telegrams, "Dock, Yokohama," Codes A. D. C. 4th and 5th Edt.
 Liebers, Scotts, A 1, and Watkins.

Yokohama, May 23rd, 1905.

C. W. MEAD, C.E., President and Shanghai Manager.
 N. M. HOLMES, C.E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway	Hydraulic Mining and Sanitary Engineering.	A Specially made of Reinforced Concrete and Concrete Piles.	Examinations Surveys Reports and Estimates.	On all Railway or Proposed Construction Works.
Hongkong, 2nd February, 1905.				[208]

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE LIMITED, LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
 NO PUMPS. NO HOSE. AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine, Guaranteed to remain in working order for any length of time.
 SIMPLEST HANDLING.

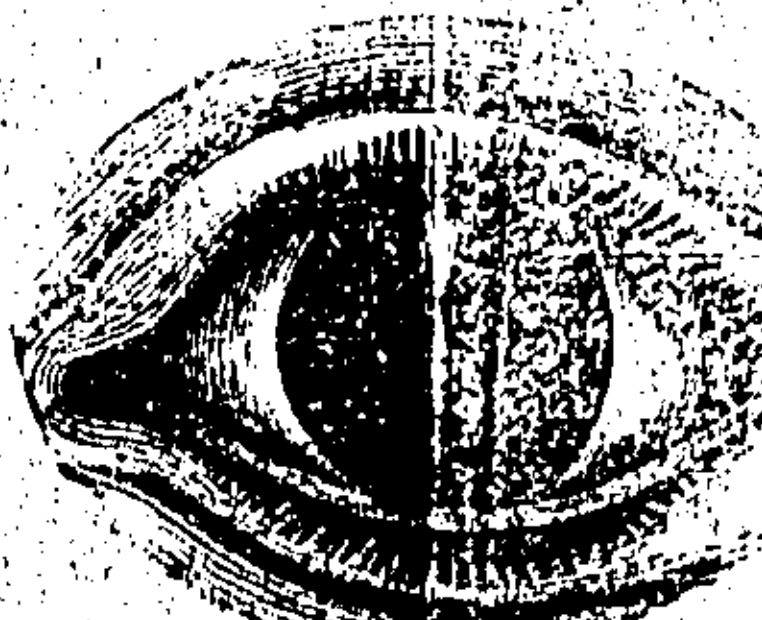
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Always ready for immediate use. Requires only one hand to hold. Can be used by anyone, even lady or child. Weight only 18 lb. when full. Minimum of Price, Weight and Size. Under European Management. Hongkong, 10th May, 1905. [553]

EYES

RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
 10, D'AGUILAR STREET, HONGKONG.
 (One Minute's Walk from the Post Office).

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 27, John Street Bedford Row, W.C., 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 24th March, 1904. [40]

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS. Tel. 65.
 For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1905.

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Flush Water Lavatories. Hydraulic Lifts. Excellent Cuisine and Wines. Hot and Cold Water Baths and Shower Baths. Under European Management. Launch Service for Guests.
 Hongkong, 16th June, 1905. [558]

GO TO THE KOWLOON HOTEL, KOWLOON.

FOR HOTEL COMFORT AND THE BEST BILLIARDS
 GO TO THE
 KOWLOON HOTEL,
 KOWLOON.
 W. OSBORNE, Proprietor and Manager.

TSIN TING. LATEST METHODS OF DENTISTRY. STUDIO AT NO. 14, D'AGUILAR STREET. REASONABLE FEES. Consultation Free. Hongkong, 10th July, 1905. [66]

THE AMERICAN SYSTEM OF DENTISTRY. M. H. CHAUN, D.D.S., 17, Des Vaux Road Central, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 4th June, 1905. [67]

Intimation.

WM. POWELL,
LIMITED.
—ALEXANDRA BUILDINGS—

NEW
MUSLINS,
ALPACAS,
DRESS-
LINENS,
HOLLANDS,
VOILES,
FOULARDS,
SILKS,
&c., &c., &c.,
for light
SUMMER
GOWNS.

DRESS-MAKING
A Specialty.

LATEST
FASHIONS
from
LONDON,
PARIS,
and
NEW YORK
RECEIVED EVERY
WEEK.

BATHING
COSTUMES.

CAPS
and
SANDALS.

Everything New and
up-to-date
at
POWELL'S
HONGKONG.

Notice of Firm.

THE MERCANTILE BANK OF INDIA,
LIMITED.
NOTICE.
I have This Day given over charge of this Branch to Mr. A. R. LINTON.
By Order of the Board of Directors,
EVAN ORMISTON,
Manager.
Hongkong, 27th June, 1905. [691]

Intimations.

VICTORIA RECREATION CLUB.
THE ANNUAL GENERAL MEETING
OF MEMBERS will be held in ST. ANDREW'S HALL, CITY HALL, TO-MORROW, the 29th June, at 5.15 P.M., for the purpose of considering and passing the Annual Report and Statement of Accounts for 1904.
FRANK LAMBERT,
Acting Hon. Secretary.
Hongkong, 28th June, 1905. [692]

THE CHINA LIGHT AND POWER
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 8th day of July, 1905, at 11.30 in the forenoon, when the subjoined Resolution which was passed at a meeting held on 21st June, 1905, will be submitted for confirmation as a Special Resolution.

RESOLUTION.
"That the Capital of the Company be increased to \$500,000 by the creation of 20,000 new shares of \$10.00 each."
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 28th June, 1905. [693]

THE HONGKONG ELECTRIC
COMPANY, LIMITED.

NOTICE is hereby given that the SIXTEENTH ORDINARY YEARLY MEETING OF THE SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 15th July, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1905, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th July, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 27th June, 1905. [694]

THE GREEN ISLAND CEMENT
COMPANY, LIMITED.

NOTICE.
SHAREHOLDERS are reminded that the FINAL CALL of \$10 per Share on the new issue of CAPITAL is due on the 30th June, 1905.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 26th June, 1905. [688]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LIMITED, have now 4000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily; Sundries excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.
Hongkong, 22nd June, 1905. [675]

THE CLUB LUSITANO, LD.

NOTICE.
THE Certificate No. 147 for 20 Shares in the above Company numbered 54 to 56, 59 and 61, 63 and 64, 87 and 88, 140, and 178 to 187 all inclusive, standing in the Register of Shareholders in the name of ANTONIO SIMPLICIO GOMES, Junior, having been lost, Notice is hereby given that a duplicate Certificate for the said Twenty Shares will be issued at the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be hereafter held by this Company as null and void.

By Order,
H. M. DASTO,
Acting Hon. Secretary,
Club Lusitano, Ltd.
Hongkong, 24th June, 1905. [681]

REWARD OF \$5,000.

OFFERED by the Undersigned for the ARREST and CONVICTION of any Person or Persons who are in the habit of SMUGGLING large quantities of OPIUM into this Colony.

CHIN JOO HENG & Co.,
Opium Farmers.
Hongkong, 19th June, 1905. [669]

SANITARY BOARD OFFICE
HONGKONG.

TO THE OWNERS OF DOMESTIC
BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every Domestic Building or part of such Building within the WESTERN DIVISION of the CITY OF VICTORIA occupied by members of more than one family must be Cleaned and Lime-washed THROUGHOUT by the owner during the months of May and June.

NOTE.—The word "Throughout" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed but must be Cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street.
C. F. W. BOWEN-ROWLANDS,
Assistant Secretary.
Dated this 21st day of May, 1905. [685]

THE CHIBLI PROVINCE.

An abundance of rain in all parts of Chibli province and in many parts of the adjacent country has made the crops unusually promising. The villages and villages alike are smiling, and it is agreed in many districts that even the excellent crops of last year will be surpassed. The farmers, however, do not yet understand the importance of re-planting; or of deep ploughing in relation to the heat and the rainfall. The shallow plough is universally used. Anyone who attempts to induce the Chinese village farmer to believe that increased loosening of the surface soil enables the earth the better to absorb both the summer heat and the summer rains, instead of their being driven back into the atmosphere, is regarded as a humorous person, while he who tells the village that afforestation produces a better and more evenly distributed rainfall is liable to be looked upon as an absolute lunatic. So long as the natives continue to cherish faith in the superior efficacy of perigrinating iron tablets as rain-producers, they will, no doubt, continue to denude the country of the trees which otherwise would naturally luxuriate in this soil.

In Shansi, where, it will be remembered, a famine prevailed in 1900-1 in consequence of the absence of rain for several summers in succession, there have been good rains in some districts. From Ping-yao, Shansi, however, a correspondent writes to a friend in Tientsin, under date May 31: "We are badly needing rain here. The wheat is in ear only a few inches from the ground. Much of spring wheat is not sown, and that which is sown will not sprout. Prices of almost everything are going up rapidly."

From Lu cheng, Shansi, a correspondent reports, under date of June 7, "Wheat harvest spoiled through drought; only one-half at best and that only if rain comes soon; consequently plenty of rumours."
If there are some, even among foreigners, who doubt the active and effective effect of rain, fall on crops and of crops upon rainfall, there can be few who will dispute the immediate effect of both on the political situation. Good rains and plentiful crops mean peace. Drought and scarcity mean robbery, brigandage, and local disturbances which sometimes merge into considerable internal convulsions.—China Times.

THE USE OF BALLOONS IN THE WAR.

TELEGRAPHY FROM HILLS A SERIOUS RIVAL.

Apparently, remarks the Literary Digest, captive balloons have not been used to any great extent in the Russo-Japanese War, although reports on the subject are somewhat conflicting. In a note contributed to the Paris magazine, Cosmos, Mr. W. de Fonville writes:

"So far, we have only vague and incomplete information regarding the performances of balloons in the present war. If we may credit certain newspapers, captive balloons taken from the Russians rendered essential service in the capture of Port Arthur. The aeronauts in them were able to furnish to the gunners indications that enabled them to rectify their fire. Informed by the observers who had a view of the place from a sufficient height, they were able to send bombs and projectiles of all kinds upon the ships in the harbour and upon edifices that they could not see from the batteries themselves. This result, although difficult to obtain, is not at all impossible; but it would be well to have confirmation from some of the officers of the garrison."

"It is certain, however, according to document read before the Congress of Scientific Aeronautics, that the Russians hesitated long before sending a detachment of military balloons into Manchuria. The authorities did not grant until the beginning of September the necessary subsidies requested by Colonel Kovanko, chief of the corps, to put him on the firing-line with his material and men. The causes of this neglect have not been officially indicated, but it may be supposed that it is to be attributed to difficulties of transportation, due to the facts that the Trans-Siberian Railway has not yet been double-tracked and that the Trans-Baikal section has not been opened. At the present time [March] it is possible that the severity of the climate has paralysed the efficiency of the balloons. But when we take into consideration the importance of the opposing armies and the extent of their fronts, over which are distributed nearly a million men, it would seem to be impossible that the two general staffs should not have made, each on its own account, the greatest efforts to inspect the enemy's position. It should, however, be added that the progress of telegraphy has made it possible to use a large number of hilltops as good observation stations, thus diminishing the strategic importance of ascensions."

BANK OF ENGLAND NOTES.

"All Bank of England notes are printed in the bank itself. Six printing presses are in constant operation, the same machine printing first the particulars of value, signature, etc., and then the numbers of the notes in consecutive order. The paper used is of very peculiar texture, being at once thin, tough and crisp; and the combination of these qualities, together with the peculiarities of the water mark, which is distributed over the whole surface of the paper, forms one of the principal guarantees against imitation. The paper, which is manufactured exclusively at one particular mill, is made in oblong slips, allowing just enough space for the printing of two notes, side by side."

"A note, declares the Chicago Banker, 'is ever issued a second time. When once it finds its way back to the bank to be exchanged for coin, it is immediately cancelled, and the reader will probably be surprised to hear that the average life of a bank note, or the time during which it is in actual circulation, is not more than five or six days. The returned notes are brought into what is known as the accountants' sorting office. Here they are examined by inspectors, who reject any which may be found to be counterfeit. In such a case the paying-in bank is debited with the amount. The notes come in from various banks in parcels, each parcel accompanied by a memorandum stating the number and amount of the notes contained in it. This memorandum is marked with a certain number, and then each note in the parcel is stamped to correspond, the stamping machine automatically registering how many are stamped, and consequently, drawing attention to any deficiency in the number of notes as compared with that stated in the memorandum. This done, the notes are sorted according to number and date, and after being defaced by punching out the letters indicating the value and tearing off the corner bearing the signature, are passed to the bank-note library, where they are packed in boxes and preserved for possible future reference during a period of five years."

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
FRIDAY,
the 30th June, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
SUNDRY
HOUSEHOLD FURNITURE,
Comprising—
DOUBLE BRASS-MOUNTED BED-STEAD with WIRE MATTRESS, TEAK-BOARD OVERMANTLES and SIDE-BOARDS with BEVELLED GLASS, MARBLE-TOP WASHTANDS, TEAK-BOARD WARDROBES, DINNERS, WAGGONS, GLASS and CROCKERY WARE, CANTON CARVED BLACKWOOD WARE, PICTURES, &c., &c., &c.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th June, 1905. [693]

PUBLIC AUCTION.

MESSERS. HUGHES AND HOUGH have received instructions to sell by
PUBLIC AUCTION,
ON
FRIDAY,
the 21st day of July, 1905, at 2 P.M., at their Sales Rooms,

THE FOLLOWING
VALUABLE LEASEHOLD
PROPERTY,
situate at Mount Kellatt, in the Colony of Hongkong, viz:—

1.—All that PIECE or PARCEL OF GROUND being a portion of the piece or parcel of ground situate at Mount Kellatt aforesaid registered in the Land Office as Rural Building Lot No. 76 abutting on the North side thereof on a portion of the said Rural Lot No. 76 described on the Sale plan thereof as Lot No. 2 and measuring thereon 330 feet or thereabouts on the South side thereof partly on Crown Land and partly on Government pavilion and measuring thereon 398 feet or thereabouts on the East side thereof on Mount Kellatt Road and measuring thereon 163 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 161 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 1 and contains an area of 56,700 Square Feet or thereabouts. Appointed Annual Crown Rent \$18.50; and

2.—All that PIECE or PARCEL OF GROUND being another portion of the said Rural Building Lot No. 76 abutting on the North side thereof partly on a portion of the said Rural Building Lot No. 76 and partly on Crown Land and measuring thereon 740 feet or thereabouts on the South side thereof on other portion of the said Rural Building Lot No. 76 described on the said Sale plan as Lot No. 1 and measuring thereon 330 feet or thereabouts on the East side thereof on Mount Kellatt Road and measuring thereon 190 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 218 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 2 and contains an area of 56,700 square feet or thereabouts. Appointed Annual Crown Rent \$18.50.

The above two pieces or parcels of ground are held from the Crown for the residue of a term of 75 years from the sixth day of March, 1876, created by a Crown Lease of the whole of the said Rural Building Lot No. 76 dated the 3rd day of June, 1892.

A Sale plan of the said property can be inspected at the office of Messrs. Johnson, Stokes and Master and at the Auctioneers' office.

For further particulars and conditions of sale, apply to—
Messrs. JOHNSON, STOKES & MASTER
Solicitors for the Vendors,
or to
Messrs. HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 21st June, 1905. [673]

Intimations.



Gold Medals PARIS 1889 & 1900

Regd. Brand

HARRIS, CALNE & WILTS England.

REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD & Co.,
50, Queen's Road Central,
Hongkong.
Hongkong, 19th May, 1905. [679]

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM,

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.
Hongkong, 19th May, 1904. [677]

Consigners.

"SHELL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
THE Steamship
"GOLDMOUTH,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 3rd July, at 2 P.M. All Claims must reach us before the 5th July, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 26th June, 1905. [690]

S.S. "TOURANE"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. Adour and Charante, and from Bordeaux, ex s.s. Ville de Rochfort, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable articles being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 3rd July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd July, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 3rd July, at 3 P.M.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 26th June, 1905. [67]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SHIMOSA,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 24th June, 1905. [682]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"TIENSIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 23rd June, 1905. [62]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 28th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 26th June, 1905. [660]

THE WISE MAN

BUYS A "SINGER," IT'S TRUE

ECONOMY.

5 YEARS' GUARANTEE;

FREE INSTRUCTION;

EASY PAYMENTS.

It's something you need.

SHOW-ROOMS—1, WYNDHAM STREET,
Hongkong, 29th March, 1905. [648]

Intimations.



THIS DWAFF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Voeux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.

Hongkong, 24th November, 1904. [63]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-

ERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guaranteed given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals by Kroust, Robert, Yelpeau and others, cures all the disorders to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a

doctored, often a few days only, removal of the

underlying organic disease, and is a remedy of

which does irreparable harm by laying the foundation of

prudence and other serious diseases. In dentistry, plan-

tion of the lower jaw, cures bronchitis, asthma, and

some of the more trying complaints of this kind, it will be

found astonishingly effective, affording prompt relief

where other well-tried remedies have been powerless.

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the blood, every pulse, every function, and every

ring of the joints, respiratory system, and all diseases for which it has been too much a habit

to employ mercury, and is a remedy of the most

valuable of all. It is a remedy of the most

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Hongkong, 22nd June, 1905.

[32]

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34, QUEEN'S ROAD CENTRAL.

Hongkong, 27th June, 1905.

[33]

On the 23rd June, at Shanghai, the wife of
H. RUMCKER, of a son.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 28, 1905.

HONGKONG'S ACHIEVEMENT.

When the suggestion was made recently that the principal private dockyards at the chief naval depots throughout the Empire should be subsidised by the Imperial Government, we drew attention at the time to the immense value which the Hongkong and Whampoa Docks must prove to the Admiralty should any emergency arise. This was particularly illustrated by the achievement of the Dock officials in dismounting a couple of worn 12-inch wire guns from the barbettes of H.M.S. *Glory* and H.M.S. *Ocean*, in what was considered to be record time, and re-arming these battleships with thoroughly efficient weapons. When it is remembered that the Hongkong and Whampoa Dock Company is a private corporation, not specially intended for the accommodation of warships of the size and tonnage of modern battleships, it must be apparent that the Company has provided itself with resources far beyond their everyday requirements and has, indeed, gone out of its way to prepare for any emergency. None knows this truth better than the naval authorities on the China station, and they have repeatedly shown their appreciation of the capabilities of the Dock Company by taking it for granted that anything in the ship-repairing and engineering line can be safely entrusted to the Company's hands. But while this fact is recognised in the Far East, it is, or it was, a different matter with "My Lords" at home. Not being on the spot, they gazed benignly on the dockyards under their eyes and congratulated themselves on what they had done in the past and might do in the remote future. When it came to the question of assisting, by means of subsidies or otherwise, those private firms—and they must be few indeed—throughout the Empire, who were ready and willing to—and, what is more, capable of—remedying any defect in the vessels of the fleet, "My Lords" calmly looked the other way. It never seemed to occur to them that these private undertakings did not exist the inefficient vessels of the various squadrons would be obliged to journey thousands of miles from their base in order to reach Devonport or Portsmouth where the repairs might be made. It never seemed to occur to them that when warships were repaired on their respective stations an immense amount of money was saved to the United Kingdom; nor did it seem to occur to them that every warship which leaves her base in order to travel as a weakling and inefficient across the ocean meant a corresponding loss to the squadron and became a menace to her crew. So that although this question of giving subsidies to firms like the Hongkong and Whampoa Dock Company—which from a patriotic as well as a keen far-sighted policy have adapted themselves to all requirements—has repeatedly been brought to the attention of the Admiralty it has received but scant support. Now that Sir John Fisher is at the head of affairs, stirring up the fly-blown sinners, and throwing forms, formulas and precedents, and the winds we may expect to see a revolution in this matter of materially assisting private dock undertakings. If it is thought necessary to subsidise steamship companies in order that auxiliary cruisers may be forthcoming in time of war, why not subsidise dock companies which are capable of repairing the largest battleships afloat in the minimum of time? They are equally auxiliary to the navy. A naval correspondent in one of the home papers has called special attention to the expeditious manner in which the *Glory* had her 12-inch barrette gun dismounted and replaced by a modern gun in April last. He says that the evolution was witnessed by a large number of officers of both services and all available midshipmen of the squadron; and the copious notes and drawings made by the latter gave ample proof of their determination to do justice to this opportunity of improving their knowledge of seamanship. He praises the arrangements which had been made to carry out the operation and says: "Indeed it is doubtful whether the work could have been performed by a home dockyard, where proper appliances are kept in so short a time as one hour and ten minutes which sufficed to hoist out the old and hoist in the new gun." And he adds: "The performance was considered exceptionally smart both by the Naval and Dockyard authorities." The *London & China Express* quoting these remarks crisply comments: "We should think so. The Kowloon Docks are a valuable asset in the Far East." That being so, when may they expect to receive from the Imperial authorities that material recognition which all admit they deserve? Better now than at the millennium.

KOWLOON-CANTON RAILWAY.

It is a satisfactory sign of the times to read that the Waiwupu have no desire to place any obstacles in the way of constructing the Kowloon-Canton railway. According to the telegram which we publish to-day—confirming the report which appeared in our columns in our issue of the 19th inst.—the Chinese Foreign Office have informed the British Ambassador at Peking, Sir Ernest Satow, that they accept the proposal that the line from Kowloon should be solely under British control until it reaches within 25 miles of Canton. From that point it will be a British and Chinese concern. That is a magnanimous agreement which is exceedingly gratifying. It was only recently that His Excellency the Governor at a meeting of the Legislative Council stated that negotiations had been opened at Peking with the Chinese Government for an Agreement for the joint working of a railway line 4' 8" gauge from Canton with one from Kowloon to the frontier of the New Territories. His Excellency also stated that it was proposed this Agreement should be on the lines of one concluded by the Colonial Office on behalf of the Government with the British and China Corporation. The Agreement has not yet been made binding, apparently, because it has not been submitted to the Legislative Council of Hongkong. That the negotiations had proceeded satisfactorily, however, was clear from the fact that when the Governor delivered his address he was also in a position to state that a party of surveyors had already left England, their object being to locate the line within British territory. Since that statement was made two English surveyors arrived at Hongkong and shortly afterwards proceeded to the scene of their work. At present they are staying at Tsimsatsui, but later on will probably be located at Tai-po-hau, which is a rather important village at the westernmost point of Tolo Harbour, and is situated about equidistant between Yau-mai, where the line will start, and Sam-Chun, where it will connect with the line from Canton. The route from Yau-mai to Sam-Chun has not yet been definitely settled, but we understand that a general plan has been drawn up, from which small and unimportant deviations may be made. Starting from Yau-mai, the line, we are led to believe, will run through the Matakok Valley to the Lion's Head, which is one of the loftiest peaks on the mainland behind Kowloon. Lion's Head will probably be tunneled—which should prove a work of no little magnitude—and the line will continue along the Sha-tin-tau Valley, skirting the Tolo Harbour, and practically following in a general way the route of the Tai-po road. Near Chong-shu-can the railway will take a sharp turn to the northeast, still following the seaboard, until it reaches Tai-po-hai, where the surveyors are at present stationed. From Tai-po-hai the line passes through a well-populated country, draining several small villages, until Kao-lung-hang appears. Thence to Fan-ling the country appears to be sparsely settled, but at Shek-u-hu there is a prosperous district which should greatly benefit by the new line. When the Lo-fu valley is crossed the terminus Sham-Chun is practically in sight, and the connection is then made with the Chinese railway. If this route be adopted, and we submit the scheme, as we have received it, with all reserve, there seems to be no particularly great engineering problems to be faced, the only undertaking of any importance being the piercing of the Lion's Head, which in these days should not present any exceptional difficulty. For the greater part of the way the line will follow the new Tai-po road, losing it temporarily at Kao-lung-hang and finding it again at Shek-u-hu. On the whole it would tap a very promising district and should greatly assist in the development of the resources of the New Territories, stimulating not only the agricultural industries but also the trade on the coast of Tolo Harbour. Of course, as we have already said, this plan may be subject to many alterations, but it is suggested that the surveyors will keep as near as possible to the route here sketched out.

THE HARBOUR CATASTROPHE.

INQUIRY CONTINUED.

Before Mr. F. A. Hazeland this afternoon the inquiry into the death of Lam Kwai, who lost her life in the collision between the launches *No. 5* and *Kumrang*, was resumed. Li Lung, coxswain of launch *No. 5*, examined by Mr. H. W. Looker, said that on leaving the pier he went astern first, and then turned round. When he first saw the *Kumrang* the bows of his launch were parallel to the starboard light of the ship. It was his duty to get out of his way. He was going half speed; his full speed was eight to nine knots. The *Kumrang* blew two short blasts which he understood to mean that she wanted to pass witness's bows. When he heard the two blasts from the *Kumrang* he altered his course to starboard, and the *Kumrang* came straight on, and collided with his launch, striking her just forward of the port light. An old woman on *No. 5* who was sitting on the gunwale fell backwards into the water. He threw a wooden bench into the water to her, and she caught hold of it. A seaman on his launch also threw her a life-buoy, but she did not catch it as it fell too far off, and a man from the *Kumrang* jumped into the water and picked her up, and transferred her to witness's launch, and the latter went straight on to Sham-tai-po. Cross-examined by Mr. Thomson:—If both launches had kept on their courses they would not have cleared each other; they must have collided. From the time he saw the *Kumrang* to the time of the collision was about one minute and several seconds. To Mr. Looker: He could not go astern as there was a juck and a launch behind him. The inquiry continues.

LOCAL AND GENERAL.

THE Charbonnages du Tonkin will pay a dividend of 155 per share for 1901 against 150 for the previous year.

THE P. and O. Company's steamer *China* left London on 26th ult. with the following special cargo:—Hongkong, coal silver, £21,193; Shanghai bar silver, £10,000.

THE Police Force paraded this afternoon at the Central Police Station to rehearse for the inspection parade to be held by His Excellency the Governor on Friday next.

THE optimum revenue statement, for the current season to June, shows that in Bengal the actuals are four-and-a-half lakhs of rupees above the estimate, and in Bombay five lakhs below; the net result being an improvement of about nine lakhs.

A MARRIAGE has been arranged between His Excellency Sir Alexander Swettenham, K.C.M.G., Governor of Jamaica, and Mary Emily, the elder daughter of Mr. R. P. Copeland, D.L., Kibblesome, Hall, Stone, Staffordshire, and granddaughter of the late Mr. W. T. Copeland, D.L., M.P.

SHIPPING companies and others who are in the habit of forwarding passenger lists or reports for publication in this journal should remember that if they are unable to decipher the writing on the copy before it leaves their offices it cannot be expected that our compilers will be able to make much of it by the time the M.S. reaches their hands. Some of the 'copy' sent in during the past few days has been abominable; perseverance and patience has alone saved it from the wicker receptacle at our side.

ACCORDING to statements made at Seattle by a photographer who gained admittance to the fort, Great Britain is not abandoning her fortifications at Esquimaux, which has been inferred from the dismantling of the outer works, but instead is building stronger and more modern defences. "I saw the big 9.2-inch guns stored at the rear of the hill," the photographer said, "and saw the engineers working on four parapets on which they are to be mounted. The royal engineers have charge of the new fortifications."

COMMENTING on Messrs. Erich Georg & Co.'s Weekly Share List dated Hongkong, the 17th inst., in which they write:—"Our market has ruled very dull indeed, money remaining tight, and the awful slump in Indo-China affecting other stocks, people having to sacrifice shares in order to meet differences in Indo-China," the *N. C. H. News* says, we wonder how many "awful slumps" it will take to convince people of the danger of speculating in the shares of companies whose field of operations, or whose directorate, is situated thousands of miles away.

REAR-ADMIRAL Curzon-Howe, whose message from the China station was, according to a home journal, probably the earliest intimation of the great naval encounter in the Straits of Korea received by the British Government, has spent upwards of 40 years in the navy. One of his earliest commands was the royal yacht *Osborne* and H.M.S. *Dardania*, followed by the *Cleopatra* and the *Revenge*. The Admiral was a great favourite with Queen Victoria, whose aide-de-camp he was for some time. At one time he was second in command of the Channel Squadron, and he has been twice mentioned in dispatches.

THE official returns of such of the trade of Yunnan as passes through the three treaty marts of Tengyueh, Mengzi and Shumao are published. They show total imports valued at eight million taels, and exports at five million taels in 1904; the corresponding totals of 1903 having been five million taels imports, and two million taels exports. The Tengyueh transit trade has remained almost stationary, but the transit trade of Mengzi shows an advance of a million and a quarter taels on the return of the best year on record, 1902. The principal article sent into the interior under transit pass from Mengzi as from Tengyueh is cotton yarn, and it appears that while Japanese yarn is practically stationary, Tongking yarn has quadrupled. The increase in Indian yarn is forty per cent, but this represents an advance of nearly a million taels as against 78,000 taels in the French article.

THE *Gazette* announces that the King has been pleased to give to Alfred Hippisley, Esq., Commissioner of the Imperial Chinese Maritime Customs, authority to accept and wear the Insignia of the Third Class of the Imperial Japanese Order of the Rising Sun, conferred upon him by his Imperial Majesty the Emperor of Japan in recognition of his services in connection with the negotiations for the Supplementary Treaty of Commerce and Navigation between Japan and China; to Rowland Penry Rochford Wade, Esq., Chief Assistant Commissioner Chinese Imperial Maritime Customs, to accept and wear the Insignia of the Fifth Class of the Imperial Japanese Order of the Rising Sun; conferred upon him by his Imperial Majesty the Emperor of Japan in recognition of valuable services rendered to his Imperial Majesty; to Thomas Summers Baker, Esq., of the Hong Kong and Shanghai Bank, to accept and wear the Insignia of the Third Class of the Imperial Japanese Order of the Sacred Treasure, conferred upon him by his Imperial Majesty the Emperor of Japan in recognition of valuable services rendered to his Imperial Majesty; and to Richard Francis Trevithick, Esq., to accept and wear the Insignia of the Third Class of the Imperial Japanese Order of the Sacred Treasure, conferred upon him by his Imperial Majesty the Emperor of Japan in recognition of the services rendered by him in connection with the Government Railways of Japan.

SHIPPING JETISAN.

The Cunard liner *Campania*, on her last voyage, had simultaneous wireless telegraphic communication from America and Europe in mid-ocean. This feat had not been previously accomplished.

Captain Davidson, R.N.R., of the British steamer *Tasman*, reports that on the 26th inst. when near Bonham Light he passed a cruiser with her masts and funnels apparently blown away. She was in tow of a tug flying the Danish flag.

THE "TRAVANCORE." James Murphy, a seaman on the sailing ship *Travancore*, was charged with using abusive and insulting language to the chief mate, John Thomas Roberts, on board the vessel on the 25th. Defendant said he had often been very drunk on board before and might have been abusive and never a word was said about it by anyone. This case was only brought now, he said, as there was a serious case coming on on Monday next against the captain and they wanted to get him put in "chowkey" so as to get him out of the way and prevent him from giving evidence on that occasion. His Worship ordered defendant to enter into a personal bond for \$100 to keep the peace for six months, and warned him against appearing before the magistrates again.

RIGHT ON! STEAMER. The American steamer *Garonne*, commanded by Captain Robert Lowe, immediately on arrival at Colombo from Singapore the other day made a report to the American Consul in Colombo (Mr. William Morey) of a serious fracas which had occurred among 500 Russians on board; and the matter—though attempts have been made to "keep it low"—has aroused considerable interest and concern, says the *Times of Ceylon*. It should be stated that the *Garonne* was chartered at Shanghai by a Russian firm to convey a number of Russians to Quesasa. These included wounded men, and nurses, and also a considerable number of Russian exiles from Manchuria. A Chinese crew was taken aboard, and there were only 15 Americans on the ship, including the Captain. From the first a number of the Russians displayed a malicious spirit, and there were four ring-leaders amongst them who incited the rest. In the Straits of Malacca one of the ring-leaders was put in irons, but he had not undergone his punishment very long before his comrades made an attempt to rescue him by rushing at the Captain and his Officers who were on the bridge. With his revolver the Captain fired three times, but on each occasion the weapon missed fire, with the result that he resorted to his rifle and bludgeoned a number of the mutineers. He was backed up by his Officers, and the outbreak was soon quelled.

ON ARRIVING AT SINGAPORE the Captain communicated with the Russian Consul there, who came aboard, but he did not stay there long, as the Russians, as soon as they learned he was the Russian Consul, hissed and insulted him, threatening to throw him overboard. During the voyage from Singapore to Colombo, their turbulence was in no wise quelled, but they refrained from open attack on the Captain and Officers. Amongst themselves there were, however, frequent fights, for crutches and sticks were employed in the fray. It was fortunate that the Russian nurses aboard escaped the odious attentions of their countrymen.

THE POSITION OF CAPTAIN LOWE on board the *Garonne* was by no means pleasant. His Chinese crew was worse than useless. From the outset the Russians openly asserted that they would be controlled by no one, and expressed their intention of throwing the American Officers overboard. Before the ship left Shanghai, the Commander was informed that a military guard would be provided, but imagine his consternation when he learned that this guard consisted of a Russian military Officer, who dare not move a finger, and five rifles with no one to use them. In fact this Officer was in such a quandary himself that for fear the Russians should seize the five rifles entrusted to him, he handed them over to the Captain. To make matters worse the Commander realised that he had made a serious mistake when he dismissed his American crew at Tokio, and they returned to Seattle. Had he had them with him on the subsequent voyage there would have been fewer refractory Russians.

THE remonstrances against the debasement of the currency have apparently had some effect already. There has been this spring a very large importation into Shanghai of brass ten-cent pieces manufactured at Hangchow, but news was received yesterday, says the *N. C. H. News* of 24th inst., that, for some unexplained reason, the minting of these coins has been stopped.

SHIPPING AND MAILS.

MAILED DUE.
German (*Willhad*) 29th inst.
Indian (*Lightning*) 3rd prox.
Canadian (*Empress of Japan*) 3rd prox.
German (*Darmstadt*) 4th prox.
German (*Scharnhorst*) 5th prox.
Indian (*Laksag*) 10th prox.

The Silk ex C. P. R. Co.'s s.s. *Albatross* arrived at New York on 24th inst.

The Imperial German Mail s.s. *Zieten* which left here on Thursday at noon, arrived at Singapore on Monday.

The Apex Co.'s s.s. *Lightning* from Calcutta left Singapore for this port noon, and may be expected here on 3rd prox.

The I. C. S. N. Co.'s s.s. *Lakung*, left Calcutta for this port via the Straits on 24th inst., and may be expected here on 10th prox.

The Java-China-Japan Line s.s. *Tsimah* left Kanton via Swatow, and may for this port on 24th inst., and may be expected here on 7th prox.

The Imperial German Mail s.s. *Darmstadt* left Kobe via Nagasaki, Shanghai, and Foochow on 27th inst., at 4 a.m., and may be expected here on 4th prox.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.
THE KOWLOON-CANTON RAILWAY.

RELATED NEWS.

[From Our Own Correspondent.]

Shanghai, 28th June, 9 a.m.

H.E. Sir Ernest Satow, the British Ambassador at Peking, has been informed by the Waiwupu that they are agreeable to the proposition that the railway from Canton to Kowloon shall be a joint concern of the Chinese and British for a distance of 25 miles from Canton.

The remainder of the line will be solely under British control.

[The above telegram appearing, so very incomprehensible, the interpretation of the Government here was sought, but no light whatever could be thrown on it. We based our interpretation on the following paragraph taken from the *Universal Gazette*, and printed in our issue of the 19th inst.—The British Minister recently informed the Waiwupu that the Hongkong Government intends to build a railway between Canton and Kowloon, and that Sheng Kungpao shall complete negotiations with the British authorities at once. The railway was originally a joint concern of the Chinese and the British; but now the British want to have the railway as purely British, up to 25 miles from Canton and from there to make it a joint concession. The British Minister now endeavours to conclude the matter with the Waiwupu.—Ed., H.K.T.]

A YUNNAN RAILWAY CONTRACT.

HONGKONG CONTRACTORS AT VARIANCE.

In the Court of Summary Jurisdiction, to-day, before His Honour Mr. A. G. Wise, Puisne Judge, the case of Ngai Sam, 13 Tai Hang Village, contractor, against Li Wai Tong and Ho Wing Sui, 16 Des Vaux Road, came on for hearing. The plaintiff claimed from the defendants payment of the sum of \$541.28 being the amount due on an account dated 17th March; or, alternatively, the plaintiff claimed the sum in question as the balance due for work and labour done by the plaintiff for the defendants at their request.

Mr. P. W. Goldring, of Messrs. Brutton, Heu and Goldring, appeared for the plaintiff; Mr. H. E. Pollock, K.C., instructed by Mr. George Hastings, represented the defendants.

In opening the case, Mr. Goldring stated that in September last year an agent of the Yunnan Southern Railway came to this Colony and began certain negotiations with a view to entering into a contract to construct certain sections of the Yunnan railway line. The result was that a contract was entered into with the second defendant and another. The contract was signed in the office of Messrs. Leigh and Orange. Then the second defendant entered into a sub-contract with the plaintiff—that was at the end of October or the beginning of November last year. The plaintiff accordingly set to work and accompanied by 50 men he proceeded to carry out the contract. They reached their destination by the steamship *Arbutnot* on 7th November, and commenced work on the Yunnan railway on the 22nd of the same month. The work continued practically without interruption until the 24th of February and a considerable amount was done. Two payments in advance were made, one of \$1,000 on 2nd February and another of \$800 on the 3rd, in view of the Chinese New Year. The remainder was the amount for which the plaintiff now sued. Repeated applications had been made for the money but without avail. A petition was presented to the mandarin in the district and the mandarin went down to see about the matter. On 25th February the amount claimed was signed by the second defendant, who used the chop of the Yunnan Railway.

Mr. Pollock said the second defendant undoubtedly did ask the plaintiff to do some work, and the former was not in the matter at all.

His Honour—Do you admit the liability of the second defendant?

Mr. Pollock—We don't as yet as to the statement of accounts. We say the second defendant has paid all and more than is due.

Mr. Goldring proceeded to explain to the plaintiff on 17th March received an order on the first defendant from the second for payment of the balance. The order was presented, and failing to obtain any money, these proceedings were instituted.

After the evidence for the plaintiff had been received, Mr. H. E. Pollock, K.C., opened the defendant's case. He maintained that the action would never have arisen if the plaintiff's measurements had been correct, but his measurements were altogether wrong. The result was that the defendant had been misled and was not due to him the advances he had received having covered the value of the work done. Evidence was then led and the case is proceeding.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 28th at 11.55 a.m. the barometer has risen in N. China, and fallen in S. China and Luzon.

A depression was leaving N. China and moving towards the Sea of Japan, yesterday evening. Returns from Japanese stations are lacking this morning.

Gradients are slight in S. China, and light to moderate SW winds may be expected in the Formosa Channel and the N. of the China Sea.

Forecast—W. to SW. wind (light) but

TELEGRAMS.

[Reuter's.]

The Fighting Material of France.

LONDON, 26th June.

M. Bertheaux, the Minister for War, speaking at Versailles, said, that while wishing to say nothing that could be taken as an allusion to the present, "thanks to the efforts of thirty-five years, our fighting material is of the best, our equipment complete, and our officers can bear comparison to those of any nation."

Prince Arisugawa in London.

Later.

Viscount Hayashi, with the officers of the Japanese Legation, Admiral Neville, and General Nicholson, met Prince and Princess Arisugawa at Dover; and the Prince and Princess of Wales welcomed their Highnesses in London with military honours.

The Prince and Princess drove direct to Buckingham Palace and took tea with the King and Queen; afterwards they drove to York House where the King and Queen returned their visit.

Chinese in the United States.

President Roosevelt has ordered the immigration authorities to show the utmost courtesy to Chinese merchants and travellers on pain of dismissal.

The Peace Prospects.

Both Russia and Japan have informed President Roosevelt that the plenipotentiaries will meet in the United States during the first ten days of August.

The Riots in Russian Poland.

Martial law has been proclaimed in Lodz and order has been restored.

To date, 561 victims to the disturbances have been buried; thirty-four battalions of troops have arrived at Warsaw.

THE AMERICAN BOYCOTT.

FEELING IN SINGAPORE.

This is the report, presumed to be of a semi-official nature, of the proceedings at the meeting of Chinese merchants and traders held in Singapore with reference to the movement generated in Shanghai for boycotting American trade because of the stringency of the Chinese Exclusion Act. It is taken from the Chinese newspaper called *Lai Pau*.

A meeting was held on the 20th June, 1905, at 2 p.m., at Long Chay F. E. (Chinese Hospital). There were hundreds of traders present. Amongst them were (Chairman) Dr. Lim Boon Keng, (Committee) Goh Eng Sin, Kan Jin Sock, Chnn Teow Lam and Teo Jong Kay.

Dr. Lim Boon Keng (Chairman) spoke about the U.S.A. Government making a law to prohibit the Chinese from going into America or any American possessions to trade or to work, and put in the meeting the following resolution:—"That the Chinese traders in Singapore stop all trading in American goods."

The resolution was carried unanimously and the result of the meeting called to the Chinese Government at Peking.

It may be mentioned that in the course of his presidential remarks Dr. Lim Boon Keng laid special stress on the fact that the Chinese were first of all invited to go to the United States as workmen and it was only after they had been so invited that the Exclusion Laws were passed and so stringently enforced. Mr. Chan Yeow Nam was the proposer of the resolution given above and it was carried by acclamation.

Interviews with representatives of leading American firms in town point to a general trend of feeling in these circles to the effect that there is more shadow than substance about the Chinese protest so far at least as the Singapore expression of opinion is concerned. There is no question that there is a deep feeling of resentment among the Chinese community of the U.S. Exclusion Laws which make no differentiation between the contract coolie and the man of commerce, the leisure traveller or the student who desire entrance into America in pursuit of their several vocations. But in Singapore there is no organisation such as the Shanghai Chinese Chamber of Commerce or the Chinese Representative Committee of Hongkong. The unanimity of opinion on the point was forcibly shown, however, by the very representative character of the assembly which passed this resolution. It was not convened by any body in especial but simply the announcement appeared in the dialect papers that such a meeting would be held, and in response to it something like 200 of the leading members met to enter their protest against the Exclusion Laws and express their sympathy with the action of their brethren in the North.

It appears to be an understood thing that the Committee appointed to represent the Chinese in Singapore in the matter have got no substantial powers invested in them. No fund has been inaugurated. The object aimed at has been served in procuring an expression of opinion which shall be communicated to Peking and thence find its way through the channels of diplomacy to Washington.

But at the same time, while no definite line of policy has been decided upon excepting that of giving moral support to the Shanghai Chamber in whatever action they may decide to take, there is little doubt that the Straits Chinese are determined enough in their attitude and will spare no pains of expense in pushing forward their project if a real boycott is persisted in.

There is not much perturbation in American trading circles over the ultimate issue. Oil and tobacco are the chief imports into the Straits from the United States. If the worst comes to the worst there is an idea abroad that some middle way will be found out of the difficulty. The export trade can hardly be affected. Even Americans themselves recognise that the Chinese have good moral grounds for their action up to a certain point and we have heard the opinion expressed that very likely a partial relaxation of the Exclusion Laws will follow for the removal of the irritating restrictions which at present apply to all Chinese in America without distinction of class.—*Straits Times*.

SPRING CLEANING IN HONGKONG.

A SCENE IN WANCHAI.

"Now is the season of our discontent," for the Chinese spring-cleaning days are upon us. That is to say, they are a on the Chinese coolies who herd together in wretched little huts and make night hideous with a blare of noises. In England spring-cleaning is bad enough. It means bad temper, bad chow, bad everything. It is worse than a flitting, even a "moonlight flitting," because the excitement is absent. And yet there is excitement of a sort, when the men are hauled from pillar to post and back again by a whirlwind of flying brooms and sweeping petticoats. In Hongkong, however, they have a better plan. The mistress of the house, the progeny of the flat, and the tenant himself heave their furniture into the middle of the street and await developments. In the Wanchai district it appears that spring-cleaning is in full swing to-day.

An unwanted stir came live a fresher to the district. The stranger wandering along, wondering what exactly occurred after 9 p.m. last night and piecing stray memories together, would suddenly receive a mattress on his head. If he looked up to the heavens he was saluted with a shower of muck and abuse. And the mattress—the particular mattress in question—was or to be exact, Horatio, had been—filled with straw. Alas! that was his palmy days. It had seen many vicissitudes of fortune since. The average foreigner in under the impression that coolies never use mattresses. He has a vague idea that they sleep on boards of some sort. But there are degrees in coolitude. There is a gentility of birth among coolies. And the greater the gentility, the more ancient their effects. One of the effects must assuredly be a straw mattress. This mattress, which had been hidden away in a house in Wanchai since the days of Paul—whoever he was—since the days, at any rate, of the first edition of the *Peking Gazette* which we have all read, was an heirloom. It had been slept on—one had almost said slept in—by countless generations. Latterly the sleepers on this particular mattress must have been infants. It had that delightful, home-like, odoriferous perfume of the nursery. It was redolent with recollections—savory, soul-satisfying, domestic. And it was a great deal more holey than righteous. The result of this thoughtfulness, this hygienic precaution so to speak, was seen in the flecks of sooty material which floated through the air long after the mattress had subsided, long after the individual on whom it alighted had subsided. And it left its mark in the scented air.

The muck, also, which followed may or may not have been part of the mattress at one time. No matter. All the furniture of the flat was piled on high in the street. Infants forgot to wail for three and a half seconds; women ceased to scold; and men, well they don't count, anyhow. The reason for this silence is easily explained. The people were making a tour of the street, inspecting their neighbours' belongings. By their faces one could see what they thought of it. It was a snail and a snail and a "H'm" all the time. Mrs. Chong had a fine American eight-day clock, warranted silver-lined and jewelled in every key. It was stuck up on the top of her rags and bones, like a cock on a henroost. She strove to hide the rest of her things by spreading out her unmentionables, and she very nearly succeeded. Up comes Mrs. Hung. "Ah! howdydo this morning?" said Mrs. Hung in her finest Mandarin. "A slight pain, that's all Mrs. Chong, and thank you kindly for asking. A slight pain in the wind. And how's yourself?" responded Mrs. Chong, in her finest Pekinese, giving another jerk to her pantaloons. "Oh middlin' I was up all night with Johnny—his teeth, you know, and his pa is that restless since he joined the P.W.D." "The what?" cried Mrs. Hung. "The Public Works Department," said Mrs. Chong, with a mischievous attempt not to appear self-conscious. "He's an official now—but" (her eyes turned to the clock)—"that's a beautiful timepiece you've got. Our gran'ma had a marble image of it, with fine side-peeces—" and so on. Meanwhile a street u chin crawled up and grabbed the dearly-beloved clock and was off in a twinkling. The whole street was after him. Nobody who lives in Wanchai thinks of working. They only sing songs and chase promiscuous thieves, who always belong to West Point. At least that's the gossip. Whether they caught this rogue or not, it is impossible to say. But what about the spring-cleaning? Why that's done by a paternal government. Some uniformed coolies come along with a hose pipe and swirl the house from top to bottom. They do swell it too, and no mistake. Water is cheap, and lately it has been plentiful, so "let her go" they cry and there seems to be great competition for the honour of holding the nozzle. Occasionally the coolie makes a mistake and souses the crowd, but that is part of the pleasure of house-cleaning. The Government has sent along a little strip of paper which says—"If you don't clean your house to-morrow, there will be ructions." Then it adds—"We will provide soap, and suds and scrubbing brushes and water and paint, and whitewash." It also says to these coolie-residents—"If your house is panelled in oak or teak or mahogany, if the walls are steel-lined and the floor tessellated or covered with linoleum, you need only wash them." And finally—"If you don't want to do the work yourself we'll do it for you." So the people go into the street and say "Go ahead, we'll watch you doing it, and criticize for nothing." And that is what they call spring-cleaning in Hongkong.

PROPERTY SALE.

This afternoon, at his auction room, Duddell Street, Mr. Geo. P. Lammer, auctioneer, put up for sale by auction the valuable leasehold property, known as No. 361, Queen's Road Central, erected on sub-section No. 3 of Section A of Marine Lot No. 67A.

This property, which is situated near Possession Street, in the Western part of the Central district, was knocked down, after much competition, to Mr. Wong Yue Tong for \$77,000. This is equal to something like \$35 a square foot.

INDU-CHINA S. N. CO., LTD.

ANNUAL REPORT.

Following is the twenty-third annual report of the Board of Directors presented to the shareholders at the twenty-fourth ordinary general meeting, held at the offices of the Company on Friday, the 9th inst., at 11 o'clock noon:—

The Board of Directors now submit their report and statement of accounts for the year 1904.

The hostilities between Japan and Russia, especially the activity in operations in the neighbourhood of the ports of Northern China, had the effect of curtailing shipments thence to the South, while stringency in the money market, more particularly at Tientsin, interfered with the export of produce; but these drawbacks to trade were neutralised by transport requirements leading to the chartering of many steamers and consequent withdrawal from competition for freight on the coast. The earnings of the Fleet show a satisfactory increase over those of the previous year.

The destruction of the steamer *Hip Sang*, when on a voyage from Newchwang to Shanghai, by a Russian torpedo-boat destroyer, deprived the company of the services of a valuable vessel, and the company has also to deplore the loss by fire of the s.s. *Yuen Wo* on the River Yangtze, with sacrifice, it is feared, of many lives. These losses have not prejudicially affected the underwriting account, and the Board are pleased to report that there have been but few minor accidents; this account closes with a balance at credit of £241,150 18s. 6d. Full depreciation has, as usual, been provided on the Fleet amounting to £64,018 5s. and after making allowance for general charges in London and China, interest and income tax, a transfer of £10,000 has been made to the credit of general reserve fund. Exchange has been favourable during the year, and the Board have been able to add a further sum of £10,000 to the general reserve fund, making it now £100,000, and to place £3,999 10s. 7d. to exchange reserve account to provide for future fluctuations. The balance at credit of the revenue account for the year is £34,189 1s. 7d., out of which the directors recommend a dividend of 6 per cent, which will amount to £29,753 8s. and leave £4,435 13s. 7d. to be carried to the 1905 account. Continuing the policy of previous years the Board has disposed of some of the older steamers at satisfactory prices, the *Canton* and *P. Chih* having been sold during the year, and the *El Dorado* in the early part of 1905. The Board have under construction the *Kai Sang* (now completed) and two other steamers not yet named, and it will be necessary to replace the *Yuen Wo* and provide further tonnage in the place of steamers lost and sold.

The Board much regret to report the death of one of their colleagues, Sir Edward F. Alfred, who had for many years been associated with the Company both in China and in this country. The Director retiring on this occasion is Mr. W. Keswick, M.P., who is eligible and offers himself for re-election.

The Auditors, Messrs. Turquand, Young & Co., also retire and offer themselves for re-election.

By order of the Board, A. G. WELLS, Secretary.

BALANCE SHEET At 31st December, 1904.

	£	s.	d.
To Share Capital—Authorized £1,000,000. First issue 600,000 shares at £10 each, whereof 49,589 subscribed and fully paid up	495,890	0	0
Balance of undervinding a/c	241,150	18	6
General reserve fund	100,000	0	0
Exchange reserve a/c	3,999	10	7
Sundry creditors in London and China	85,688	11	0
Loans	32,500	0	0
Deposits	51,570	0	0
Balance from revenue a/c	34,189	1	7
	£1,067,938	2	6

	£	s.	d.
By Steamships, hulks, ferry boats, &c.	1,010,954	13	5
Less depreciation written off for this year	64,018	5	0
	937,936	8	5
Coals and provisions on board ships and in godowns	11,886	11	3
Office furniture	58	1	0
Sundry debtors in London and China, agents' balances, freights, &c.	102,000	19	2
Cash in London and China	15,976	1	0
	£1,067,938	2	6

REVENUE ACCOUNT.

	£	s.	d.
To General charges and telegrams in London and China, including directors' and auditors' fees	6,164	6	4
Depreciation account—On steamships, &c.	64,018	5	0
Income tax account	2,612	9	0
Interest account	9,372	1	2
General reserve fund	10,000	0	0
Balance transferred to balance sheet	24,189	1	7
	£126,356	3	1

Cr.

	£	s.	d.
By Balance brought forward from 1903	5,853	6	8
Net earnings of steamers for the year	110,492	11	11
Transfer fees	10	4	6
	£126,356	3	1

Cr.

	£	s.	d.
By Balance brought forward from 1903	5,853	6	8
Net earnings of steamers for the year	110,492	11	11
Transfer fees	10	4	6
	£126,356	3	1

Cr.

W. KESWICK, Chairman.
A. G. WELLS, Secretary.

THE CHINESE EXCLUSION TREATY.

Some thoughtful Chinese, while joining in the universal protest against the terms of the new Exclusion Treaty, have lately suggested that the best and most dignified way of solving the difficulty would be to make the prohibition of Chinese labourers entering the United States emanate from the Chinese Government itself instead of from the United States. This would necessitate the giving of an exact interpretation as to who really constitute what are called the Chinese "labouring classes." It has also been suggested that while there shall be a strict prohibition of members of the Chinese labouring classes entering the United States, the provisions relating to these people entering the Hawaiian and Philippine Islands ought not to be so strict.—*N. Y. C. L. News*.

P. AND O. REPORT.

In their interim report for the half-year to March 31, the directors state that the working account does not present any striking contrast to that of the corresponding period. While the passenger traffic shows almost identical figures, the freight return is better than last year, mainly owing to an improvement in the outward trade to China and Japan. To other parts of the East export business has been scarcely up to the former level. Homeward business generally has been unsatisfactory, although at one time there appeared to be a fair prospect of improvement in this respect. The additional coal consumption and other expenses connected with the new accelerated mail service had scarcely been left when the present account closed, but a considerable increase in expenditure is foreseen for the remainder of the year. The company have recently built mail steamers to the value of £3,500,000, besides making a large outlay on some of the older ships of the fleet, and a substantial addition to the annual sinking fund will be necessary to provide adequately for depreciation on the original cost of the fleet. Stockholders are not likely, therefore, to get higher dividends for some time to come, but the usual interim distribution of 7 per cent. per annum on the deferred is now being made, and business in the East will probably receive a great impetus when the war comes to an end.—*P. & O. M.*

COMMERCIAL.

Advices from Shanghai, dated 23rd inst., state:—Business reported—Shanghai and Hongkong Wharfs at Tls. 178. Farnham, Boyds at Tls. 159 for June, at Tls. 160 for July, at Tls. 163 for September, at Tls. 164/164 for October. Shanghai Lands at Tls. 121. Laou-Kung-Mows at Tls. 421. Wei-hai-wei Golds at \$81 (\$7 paid-up). Peak Sugars at Tls. 71. Langkats at Tls. 221 for August, at Tls. 223/223 for October. China Flour at Tls. 6 1/2. Cements 'Old' \$18, 'New' at \$7 1/2. Astors at \$13 1/2 cash, at \$12 for July. Weeks & Co. at \$19.

Business reported direct—Langkats at Tls. 218 for June, at Tls. 217 1/2 for July, at Tls. 220 for August, at Tls. 223 for September, and at Tls. 223 for October. Hall and Holz at \$27.

TO-DAY'S EXCHANGE.

	£	s.	d.
London—Bank T.T.	1/10 1/2		
Do. demand	1/10 9/16		
Do. 4 months' sight	1/10 11/16		
France—Bank T.T.	2/35 1/2		
America—Bank T.T.	45 1/2		
Germany—Bank T.T.	1/92		
India T.T.	1/14 1/2		
Do. demand	1/14 1/2		
Shanghai—Bank T.T.	91 1/2		
Japan—Bank T.T.	72 1/2		
Java—Bank T.T.	112 1/2		

	£	s.	d.
4 months' sight L/C.	1/10 13/16		
6 months' sight L/C.	1/10 15/16		
30 days' sight San Francisco & New York	46 1/2		
4 months' sight do.	47		
30 days' sight Sydney and Melbourne	1/11 1/2		
4 months' sight France	2/39		
6 months' sight do.	2/40 1/2		
1 months' sight Germany	1/66 1/2		
Bar Silver	27 1/2		
Bank of England rate	24 1/2		
Sovereign	10/64		

OPIUM QUOTATIONS.

	Per picul
Malwa New	@ 1,140
" Old	@ 1,180
" Older	@ 1,230/1,260
" Oldest	@ 1,340
Patna New	@ 1,112 1/2
Bengal New	@ 1,080
Persian "Paper"	@ 78/1010

To-day's Advertisements.

TO LET.

(DEB VUEX ROAD), PRESENT PRAYA, KOWLOON.

LEVEL SITES (TURFED) for Three Tennis Courts, with Warden House for storage of Tennis Gear, &c. Reasonable.

Apply—JOHN LEMM, 64, Queen's Road Central, over Falconer's. Hongkong, 28th June, 1905. [700]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 74.

REMOVAL WORK AT THE CAMBRIDGE REACH BARRIER, PRECAUTIONS TO BE OBSERVED.

NOTICE is hereby given that the Dredger "CANTON RIVER" has commenced work on the Northern side of the Steamer Passage through the CAMBRIDGE REACH BARRIER.

Vessels approaching the Barrier should keep a careful look out for signals and slow down at a sufficient distance to prevent their wash reaching the boat at work, and proceed dead slow until well past.

On no account must a vessel pass on the Northern side of the dredger.

When a RED FLAG is hoisted on a boat of any description it indicates that high explosives are on board.

When TWO BLACK SPHERES are hoisted in the vicinity of the Barrier it indicates that danger would be caused to life and property by the wash of steamers.

If owing to any reason it is unsafe for a vessel to pass the Cambridge Reach Barrier, a RED TRIANGULAR SHAPE 5 feet in height will be hoisted on the North Beacon.

A vessel seeing this signal should stop on no account attempt to pass.

J. HOWELL MAY, Harbour Master.

Approved: F. J. MAYERS, Acting Commissioner of Customs. Custom House, Canton, 27th June, 1905. [697]

To-day's Advertisements.

IN THE MATTER OF ORDINANCE No. 2 OF 1892, AND

IN THE MATTER OF AN APPLICATION OF ANDREW STEWART, OF 15, LEAD-SIDE ROAD, ABERDEEN, SCOTLAND, DYER AND CLOTH-FINISHER, FOR LETTERS PATENT FOR THE EXCLUSIVE USE OF AN INVENTION FOR "IMPROVED MEANS FOR HEATING FEED WATER OF STEAM BOILERS."

NOTICE is hereby given that the PETITION, DECLARATION and SPECIFICATION required by the above-mentioned Ordinance have been duly filed at the Office of the Colonial Secretary, and that it is the intention of the said ANDREW STEWART, by DENNIS & BOWLEY, his Solicitors, to apply for Letters Patent for the exclusive use within the Colony of Hongkong of the said Invention, at a sitting of the Executive Council to be held at the Council Chamber, Hongkong, on MONDAY, the 10th July, 1905.

Dated the 27th day of June, 1905.

DENNIS & BOWLEY, Solicitors for the Applicant.

[695]

PUBLIC AUCTION.

THE Underigned have received instructions from W. B. DIXON, Esq., to sell by PUBLIC AUCTION,

ON MONDAY, the 3rd July, 1905, at 2.30 P.M., within his residence, "Dunottar," The Peak,

SUNDRY HOUSEHOLD FURNITURE,

Comprising:—

OVERMANTELS with BEVELLED GLASS, BOOKCASES, SIDEBOARD, TABLES, CHAIRS, WARDROBES, BED-STEADS, CARPETS, RUGS, SUNDRY BLACKWOOD FURNITURE, GLASS AND CROCKERY WARE, ICE CHEST, AMERICAN COOKING RANGE, &c., &c.

Also ONE PIANO, by FENRICK; AND A Quantity of PLANTS in Pots.

Catalogues will be issued. On view on and after Saturday, the 1st July.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 28th June, 1905. [699]

PUBLIC AUCTION.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 135 of 1905.

To be sold by Public Auction by Order of the Supreme Court of Hongkong.

VALUABLE LEASEHOLD PROPERTY,

situate at Kowloon, in the Colony of Hongkong, ON

FRIDAY,

the 14th day of July, 1905, at 3 o'clock in the afternoon, at the Messrs. HUGHES & HOUGH'S Sales Rooms, Des Vaux Road Central.

ALL that PIECE or PARCELS OF GROUND registered in the Land Office as Hunghom Island Lot No. 249 together with the Building thereon, known as No. 74, Des Vaux Road, Hunghom, abutting on the North side thereof a Crown Land and measuring thereon 15 feet, on the South side thereof on Hunghom Island Lot No. 244 and measuring thereon 15 feet, on the East side thereof on Hunghom Island Lot No. 248 and measuring thereon 50 feet; and which said Piece or Parcel of Ground contains in the whole 750 square feet and is delineated on the plan attached to the Crown Lease thereof and is coloured red thereon and is held from the Crown for the residue of the term of 75 years from the 19th day of December, 1891, granted by a Crown Lease dated the 3rd day of June, 1902. Annual Crown Rent \$7.00.

For further particulars and conditions of sale, apply to: Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Plaintiffs in the above action, or to Messrs. HUGHES & HOUGH, Auctioneers.

Dated the 28th day of June, 1905. [696]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALANCOTTA,"

Captain Garland, will be despatched as above, on WEDNESDAY, the 5th July, at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 28th June, 1905. [698]

NOTICE TO CONSIGNEES.

THE P. & O. S.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"STENTOR"	7th July.
GLASGOW and LIVERPOOL	"PATROCLUS"	14th "
GLASGOW and LIVERPOOL	"KEEMUN"	18th "
GLASGOW and LIVERPOOL	"PAKLING"	18th "
GLASGOW and LIVERPOOL	"ACHILLES"	18th "
GLASGOW and LIVERPOOL	"ANTHEOR"	3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	4th "
GLASGOW and LIVERPOOL	"ORESTES"	5th "
GLASGOW and LIVERPOOL	"ULYSSES"	9th "
GLASGOW and LIVERPOOL	"OOPACK"	9th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	4th July.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	18th "
GENOA, MARSEILLES & L'POOL	"TELEMACHUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"AJAX"	1st August.
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	15th "
GENOA, MARSEILLES & L'POOL	"STENTOR"	20th "
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	28th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	17th July.
"MACHAON"		7th August.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"OANPA"	4th July.
"TELEMACHUS"		15th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th June, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO and NEWCHANG	"YUNNAN"	30th June.
MANILA	"TAMING"	5th July.

MANILA, ZAMBOANGA, PORT DAR-
WIN, THURSDAY ISLAND, COOK-
TOWN, CAIRNS, TOWNSVILLE, BRIS-
BANE, SYDNEY and MELBOURNE.

CEBU and ILOILO

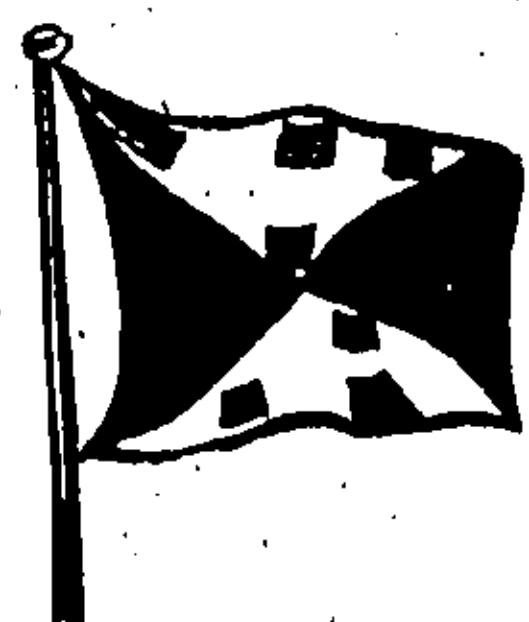
"KAIKONG" 11th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th June, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nutley	MANILA	FRIDAY, 30th June, at 4 P.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 8th July, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 27th June, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"INDRAWADI"	25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 24th June, 1905.

BOO CHONG,
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Ellipse Duplicators.
Hongkong, 23rd February, 1905.TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VOUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$5
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 13th June, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENTSIN VIA SWATOW & CHEFOO, ESANG		THURSDAY, 29th June, 3 P.M.
MANILA	LOONGSANG	FRIDAY, 30th June, 4 P.M.
S'GAPORE, SRABAYA & SAMARANG, FOOSHING		SATURDAY, 1st July, Noon.
S'GAPORE, PENANG & CALCUTTA, KUMSANG		WEDNESDAY, 5th July, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 28th June, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOEDIA"	4,370	Wagner	July 2nd, 1905.
"NUMANTIA"	4,370	Brehmer	July 16th, "
"ARABIA"	4,383	Metzenhain	August 6th, "
"ARAGONIA"	4,193	Schuldt	August 26th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communica-
tion or apply to

ALLAN CAMERON, General Agent.

TRIPS TO CANTON AND MACAO.

THE Yuk-On Company's Splendid Steamer

"YING KING,"
1,088 tons, Registered.Captain E. I. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY EVENING, at 7 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 7 P.M.On SUNDAYS the make an EXCURSION
TRIP TO MACAO, leaving Hongkong at
8.30 A.M., and returning from Macao about
7.30 P.M.The "YING KING" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.FARES:
First Class single journey to Canton \$3.00
Second " " " " 1.50First class single journey {to Macao 1.00
" " " " {with Cabin 2.00
" " " " {to Macao 2.00
" " " " {with Cabin 3.00Second " single " " 1.50
" " " " " 80 Cents
Third " single " " 1.00
" " " " " 50 CentsBreakfast, Tiffin or Dinner \$1 each only.
Wine and Spirit of the best brand are used.
The wharf in Hongkong is at the West end
of Wing Lok Street.The wharf in Macao is the same as the
S.S. "Perseus."For further information, apply to the Office of
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street, Hongkong.Messrs. WENDT & Co., Canton Agents.
S.A. NORONHA, Macao Agents.

Hongkong, 17th May, 1905.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"AFRICAN PRINCE,"
Captain MacFarlane, will be despatched for
the above Ports on or about WEDNESDAY,
the 13th July.For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 28th June, 1905.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland
Ports, and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"
Captain McArthur, will be despatched for the
above Ports, on WEDNESDAY, the 12th July,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.
A duly qualified Surgeon and Stewardess are
carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 16th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,130 J. P. MARTIN.

"KWONG TUNG" 1,138 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity, Electric Fans
in First Class Cabins.Passage Fare—Single Journey \$4
Meals " " " " \$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 26th June, 1905.

Entimations.

JUST LANDED.

A LARGE CONSIGNMENT OF
FRENCH SARDINES of a well-known
make, of various kinds such as Sardines
in Lemon, Gerkins, Tomato and in Anchovy
Sauce, &c., &c.

Delicious for Table and Picnic Parties.

H. RUTTONJEE,
No. 5, D'Aguiar Street,
No. 37 & 38, Elgin Road, Kowloon.

Hongkong, 22nd June, 1905.

THE HONGKONG
STUDIO.HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.PORTRAITS, GROUPS and ENLA-
RING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 16th September, 1903.

MEE CHEUNG,
PHOTOGRAPHER.TOP FLOOR OF ICE HOUSE, 10
ICE-HOUSE ROAD.[S now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE in
the Colony or in any part of the Far East.GROUPS and VIEWS
a specialty.

Hongkong, 22nd September, 1903.

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when
all nature is to be opened, and the secrets of
the human mind and the mysteries of nature have
indeed made great strides during the past century,
and among the by no means least important
discoveries in medicine comes that of Therapion,
particulars of which will be found in another
column. This preparation is unquestionably one
of the most genuine and reliable Remedies ever
introduced, and has been understood, been used
in the Continental Hospitals by Ricord, Rouen,
Robert, Lapeau, Malouin, &c., the well-known
Gynaecologist, and indeed by all those who are
recognized as authorities in such matters, including
the celebrated Lallemand, and Roux, by whom it
was some time since uniformly adopted, and that
it is worthy the attention of those who require such
a remedy we think there is no doubt. From the
time of Aristotle downwards, a potent agent in the
removal of these diseases has been the female phi-
lophor's stone, but the object of search of some
beneficial, genuine medicine and far beyond the mere
stone—if such could ever have been discovered—
in removing the biter metals into gold is surely
the discovery of a remedy so potent as to remove
the fatal effects of the confirmed case in the
one case, and in the other so effectually, speedily
and safely to expel from the system without the
aid of even the knowledge of a second party the
poisonous or hereditary disease from their
precious forms as in incontestable truth be-
lieve in the New Remedy Therapion, which
is a certain rank with, if not take precedence
of many of the discoveries of our day, about which
so little attention and so little have been made,
and the beneficent ever-increasing demand that
has been created for this medicine wherever it is
introduced appears to prove that it is destined to cost
to obliterate all those questionable remedies that
were formerly the sole reliance of medical men.
Therapion may be obtained in English Street
from the proprietor, and of the principal Chemists
and Merchants throughout the Colonies, India,
China, Japan, &c., and everywhere excepting the
districts of Central Africa, the Fiji Islands, St.
Helena, &c.—Diamond Island, Aden, Bombay, &c.Sold by A. S. WATSON & Co., Ltd.,
Hongkong, China and Manila.

AN APPEAL.

THE SUPERIORES of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.Ladies and Children's Under-clothing, Lin-
en's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1905.

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLER
AND COMMODORES, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
such in column in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until coun-
termanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

P. PROGRAMMES

PAMPHLETS,

CARDS,

CIRCULARS

EXPRESSIONS.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap.THE HONGKONG TELEGRAPH
OFFICE.Estimates given for all classes of work on
application toTHE MANAGER,
HONGKONG TELEGRAPH CO., LTD.,
1, Ice House Road,
Hongkong.

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1, Ice House Road,
Hongkong.

NEWS-PAPERS NAMES.

Newspaper nomenclature in Australia, as is also the case in Great Britain, shows little or no originality of choice. We have over and over again a repetition of Mail, and Express, and Herald repeating themselves throughout the country. For variety, we must go to America; but what a diversity of titles it is to find there few people—even the Americans themselves—would have suspected had not an enterprising collector been at the pains to compose a list. And in the more distant portions of the Union, especially, has he encountered some very characteristic names. For instance, there are the "Hustler" and the "Push." The "Buzz Saw," the "Pine Knot," and the "Lariat" seem to suggest special features of local environment; while the "Fiery Cross," "Firebrand," "Hot Blast," "People's Pontard," and "Jabs" are, doubtless, all rapidly political partisan prints. The "Candle" and the "New Galilee" speak for themselves so far as their illuminating powers are concerned. "Spot Cash," however, a "Loose Spoke," and the laconic "All," are rather more difficult, with perhaps the exception of the significant reminder contained in the first name, to guess the origin of. And out of court completely are the "Pomo-tropic," the "Jimplicite," the "Tar Heel," and the "Buzon." As in America, so in Australia, the Press has grown up in union with a constantly expanding national life. Yet no such eccentric seekings after originality have ever distinguished either its pioneers or those who succeeded them in the field. And, perhaps, it is just as well that it should be so. In training after the original and the effective, the bizarre and the grotesque are too often encountered in their stead.

DISGUISED BATTLESHIPS.

SOME INGENUOUS NAVAL TRICKS.

The dastardly outrage recently committed by the Russians in the North Sea and their excuse that they mistook the fishing smacks for disguised de troysers naturally evokes the question, "Can war ships be successfully disguised?" The answer is, "Certainly they can." Lieutenant W. Johnson, late R.N., has gathered together in the *Daily Express*, a few accounts of such achievements, at some of which he was present himself, and they certainly go a long way towards showing the ingenuity exercised by naval officers. Of course, the idea of a blockaded fleet escaping "en bloc" in disguise is obviously out of the question; there are, however, many ways and means by which a single ship may through energetic enterprise avoid or even slip through the most alert foe. This applies solely to ships of small dimensions, such as torpedo-boats, destroyers, and gunboats. A method calling for little or no display of genius, and one frequently practised by our own fleets during manoeuvres, is for a two-funnelled torpedo-boat to rig up an extra one or two canvas funnels at about the regular ones, and then with the aid of a little paint to embellish them that they exactly resemble their metal sisters. This done, the vessel has the rough outward appearance of a three or four funnelled boat of a totally different type, and aided by the shades of night, she stands a good chance of getting through where the enemy's four-funnelled destroyers were on guard.

Of course, the main risk lies in being discovered just as she is coming out. If this happens, it is ten chances to one that all is up, as the enemy do not cruise so close in at night; but, once clear of the harbour mouth, she has her disguise and her heels to depend on. It is reported of an enterprising young lieutenant in command of a destroyer, that, having to take despatch through a particularly enemy-infested zone of the sea, he put into a harbour close by, and so rigged up his ship with the aid of canvas, planks, etc., that at nightfall when a couple of merchantmen put to sea he went out with them, and succeeded in hoodwinking the enemy, they thinking—indeed, they took any particular notice of him—that he is the tugboat accompanying the other ships. This resourceful lieutenant's modest operandi was as follows: With great alacrity a superstructure of wood and canvas was rigged up the length of the ship; the bridge was heightened in the same manner, as a sort of two-funnelled funnel. The third funnel he took down altogether. Next he removed the paint from his mast, and lengthened the latter by fixing on a space spar, and with another spar for setting an imaginary sail on, the metamorphosis was complete. He had a couple of planks across the top rails of his bridge to stand on, so that he could see what was happening. Once well clear of the enemy, down came everything, up went the funnel, and with the engine-room telegraphs "Full speed ahead," he arrived safely at his destination, thereby gaining much credit among other deceptions that have been practised. The following may justly claim a front place:

A battleship was at anchor in a certain harbour in the Mediterranean when the order came that she was to be attacked for practice, at night time, by torpedo-boats. Next morning, after the torpedo-boats had left the harbour, and crew set to work with a will to lay a little trap for the attacking boats. A party of blue-jackets went ashore to cut brushwood, shrubs, and small trees. While this was proceeding, the ship's painters were busy fixing up, with the aid of the carpenter, a large canvas screen. This was close to the shore, but at a good distance from the ship, and on it was painted a rough but fairly accurate idea of the ship. The general aspect of the shore was also portrayed round the edges of the canvas, such as trees, rocks, water, etc. This being satisfactorily completed, a spot, the other side of the bay, was chosen, where the beach was "steep to," or, in other words, where the water was deep close in. The ship was then moved forward, and warped close in under the land, and secured. Topmasts were got down, black-painted canvas was covered all over white, and conspicuous objects, such as funnels, masts, etc. Torpedo nets were got out on the shore, ahead and astern, and more canvas painted to represent rocks was spread along the shore. The party from the shore then came off with their young forest, and with this the whole ship was "planted" from stem to stern, not even the funnels being left out. Searchlights and guns were placed at the harbour entrance and everything was then complete. As soon as a twilight descended the lights on board were put out and strict order given as regards lighting pipes, talking, etc. About 11 p.m. one of the searchlights, whose ray had been carelessly wandering up and down, suddenly became fixed, and simultaneously the guns on shore started firing. This was evidence that the attack had started.

Presently the searchlight beams, and could be seen racing for the harbour entrance, as had as they could go. Just as they entered, by a prearranged order, one of the searchlights, apparently accidentally, lit on her beam right across the painted screen, thus—as the torpedo-boats supposed—showing up the ship. A great shout of joy went up from them as they made a rush for their helpless (?) foe and discharged their torpedoes. Then rushing by to put another in on the other side something seemed suddenly to hit them, much to their surprise, and when they had sufficiently recovered from their shock they discovered themselves decidedly out of their element! That is, two out of the five were "high and dry," and the remainder severely damaged—a regular lesson to "look before you leap."

Shipping.

Emma Luyken, Ger. s.s., 1,100, H. Martens, 27th June.—Swatow 26th June, Gen.—D. L. & Co.
Quinta, Ger. s.s., 2,600, Frabm, 27th June.—Bangkok 27th June, Rice.—Order.
Carl Diederichsen, Ger. s.s., 774, H. Schalkier, 27th June.—Halphong 25th June, Gen.—J. & Co.
Chutan, Br. s.s., 2,852, H. W. Kenrick, 28th June.—Bombay 13th June, and Singapore 23rd, Mails and Gen.—P. & O. S. N. Co.
Tartar, Br. s.s., 4,426, W. Davison, R.N.A., 28th June.—Yamoucou 20th May, and Shanghai 24th June, Gen.—C. P. R. Co.
E. Sangi Br. s.s., 1,127, S. J. Payne, 28th June.—Canton 27th June, Gen.—J. M. & Co.
Foonching, Br. s.s., 1,423, T. Arthur, 28th June.—Canton 27th June, Gen.—J. M. & Co.
Hongkong, Br. s.s., 740, A. Sussan, 28th June.—Halphong and Hoihow 27th June, Rice, Pigs and Bullocks.—A. R. M.
Haiching, Br. s.s., 1,267, A. E. Hodgins, 28th June.—Foonchow via Amoy and Swatow 27th June, Gen.—D. L. & Co.
Tiger, Cer. gunboat, 900, Deimling, 28th June.—from Pakhoi.

Clearances at the Harbour Office.

Kanai, for Swatow.
Paul Beau, for Canton.
Yingking, for Canton.
Tak Hing, for West River.
Kwongchow, for Canton.
Tai On, for Canton.
Scottish Hill, for Malila.
Looan, for Swatow.
Longmoon, for Shanghai.
Chukong, for West River.
Sutong, for Singapore.
Maria Valeria, for Singapore.
Kansu, for Tientsin.

Per Tartar, from Yokohama.—Messrs. E. S. Gordon, H. E. Stevenson, Mr. and Mrs. Mooney and infant, from Shanghai.—Mr. C. E. Spore, Mr. and Mrs. Avoya, Mrs. F. E. Cameron, and 5 Chinese.
Per Hatching, from Coast Ports.—Mr. F. Channet, Mrs. Dofferty, and 124 Chinese.
Per Hongkong, from Halphong.—Messrs. Graven, Pivatt, and 2 Missionaries.
From Hoihow.—Mr. and Mrs. Campbell and 2 children, Miss McKinley, and Chinese.
Per Chutan, for Hongkong from London.—Messrs. W. Bishop, D. Fuller, and Sergeant Major Ridley. From Marseilles.—Mr. and Mrs. Kaplin. From Gibraltar.—Sergeant J. E. Brington, R.N. From Singapore.—Mr. C. R. Scott, Mr. K. Parker, Messrs. A. Gutierrez and S. Hallam. From Shanghai from London.—Messrs. Yard, Bishop, J. W. Tinsley and F. Richardson. From Marseilles.—Messrs. E. Pannenberg, H. Hode and R. F. Puvrez. From Colombo.—Mr. Meisel, Miss Marini, Mr. and Mrs. Perrelli, Mr. and Mrs. Maibum, Mr. and Mrs. Bachar. From Bombay.—Mr. Kaseerani. From Singapore.—Miss A. Failey, and Mr. Jacobins.

Passengers departed.
Per Tourane, for Shanghai.—Messrs. F. Bonnet, O. Hebben, P. Klemm, Mr. and Mrs. J. Noble, Mr. and Mrs. J. D. Armstrong, Misses Rosa, Sara, Margaret, Vessie, Gilson, F. de Berniere Smith, P. D. Harvey, G. H. Potts, Klatsker, R. Gardner, J. W. Davis, J. R. Young, Demare and Rosa Weiss. For Kobe.—Messrs. G. N. Courtney and K. Kato.
Per Calcutta, for Saigon.—Mrs. M. Gunderen, Mrs. Bonray, Mrs. Boimery, Arvien, Villeneuve, Mr. F. M. Lancher, Miss Bertha, and Mr. Matui. For Singapore.—Messrs. J. T. Mercet, J. A. Pech, Dr. M. L. Kline, Mrs. Mary P. King, Messrs. Perry King and Thomas. For Colombo.—Messrs. P. Queran, and Mr. R. J. Perez. For Marseilles.—Mr. Rommy, Count de Pionat, Messrs. Louis J. C. Sauvage, J. Robert, V. Siamia, C. Mack, E. Varella, M. Bergara, S. Rodriguez, W. Oriente, I. de Ama, F. Valderana, E. Mardout, I. Santos, A. Figue as, G. Krohn, Q. Landgraf, Siquosaby and John Harger.

Shipping Report.

Sir, Hatching from Foonchow—Fine weather, wind variable W. to SW.

Vessels in Port.

Abbey Holme, Br. s.s., 1,995, Brown, 27th June.—Mororan 17th June, Coal.—Order.
Anghin, Ger. s.s., 1,007, D. Reimers, 26th June.—Bangkok 20th June, Rice and Wood.—B. & S.
Burford, Am. transport, 5,000, Hall, 29th May, from Manila.
Elax, Br. s.s., 2,320, Barker, 27th June.—Pulo Sambo 20th June, Bulk Oil.—A. K. & Co.
Dufferin, Br. transport, 3,066, A. W. McArthur, 27th June.—Bombay 14th June, Govt. Stores.—Government.
Elizabeth Rickmers, Ger. s.s., 997, G. Glische, 27th June.—Bangkok 17th June, Rice and Wood.—B. & S.
Fri, Nor. s.s., 800, N. G. Andersen, 26th June.—Halphong 22nd June, and Hoihow 23rd, Gen.—A. Sussan, Thoresen & Co.
Goldmouth, Br. s.s., 4,654, H. Carter, 26th June.—Singapore 20th June, Gen.—A. K. & Co.
Kumagaz, Br. s.s., 2,077, E. J. Buller, 27th June.—Calcutta 10th June, Penang 17th, and Singapore 20th, Gen.—J. M. & Co.
Labuan, Br. s.s., 2,294, I. S. Gardner, 21st June.—Batoum 20th May, Case Petroleum.—Basson & Co.
Laertes, Br. s.s., 1,357, J. B. Jackson, 22nd June.—Saigon 18th June, Gen.—Rice and Wood.—J. M. & Co.
Longyang, Br. s.s., 1,000, G. S. Weigall, 26th June.—Manila 23rd June, Gen.—J. M. & Co.

Maria Rickmers, Ger. s.s., 2,356, H. Pape, 22nd June.—May 17th June, Coal.—Order.
Nordpol, Nor. s.s., 2,255, Stoll, 23rd June.—Kelung (Formosa) 21st June, Gen.—S. T. & Co.
Regina, Br. s.s., 1,551, R. Lieberg, 23rd June.—Calcutta 7th June, Coal.—Order.
Rubi, Br. s.s., 1,619, A. H. Nottley, 27th June.—Manila 24th June, Gen.—S. T. & Co.
Siberia, Am. s.s., 5,655, J. T. Smith, 27th June.—San Francisco 27th May, and Shanghai 23rd June, Mails and Gen.—P. M. S. S. Co.
Talyuan, Br. s.s., 1,450, L. Dawson, 26th June.—Australia via Port and Manila 24th June, Gen.—B. & S.
Zweana, Br. s.s., 1,200, J. Ewan, 22nd June.—Shanghai 17th June, Gen.—Chinese.

SAILING VESSELS.

A. G. Ropes, Am. ship, 3,302, D. H. Risner, 16th Mar.—Philadelphia 16th Oct., 1904, Case Oil.—S. O. Co.
Combrinbar, Br. 4-masted ship, 2,151, George, 2nd June.—Cardiff 2nd Jan., Coal.—Government.
Lawhl, Br. 4-masted ship, 2,742, J. C. Jarvis, 3rd June.—New York 27th Jan., Case Oil.—S. O. Co.
Scottish Hills, Br. ship, 1,998, Blackmore, 2nd June.—Cardiff 14th Jan., Patent Fuel.—Admiralty.
Sierra Lucena, Br. ship, 1,622, E. Vooght, 4th June.—Cardiff 10th Dec., Patent Fuel.—Government.
Travancore, Br. ship, 2,217, Hargre, 30th April, Cardiff 5th Sept., Patent Fuel.—Government.

Steamers Expected.

Vessel	From	Agents	Due
Nicomedia	Japan	P. & A. Co	July 2
Emp. of Japan	Japan	C. P. R. Co	July 3
Scharnhorst	Colombo	M. & Co.	July 3
Darmstadt	Japan	M. & Co.	July 4
Nimrod	Portland	P. & A. Co	July 6
Tijmahi	Calcutta	J. C. L.	July 7
Laisang	Calcutta	J. M. & Co	July 10

Ships Passed the Canal.

Outward—2nd June—Agamemnon, Albia, Ellisburgh, Albia Idemeneus, 6th June—Trajan, Zehrherr, 9th June—Glenloch, Arcadia, Pechen, Log, Noyah, Lumbia, Hall, 14th June—Australia, Artemida, Deo of Crombie, Benarie, Nasawa, Slavonia, 17th June—Hudson, Kewun, Tonkin, Feng-tien, Patroclus, Gratia, Liberia, Verdanda, 21st June—Southgrove, 23rd June—Tydenus, Malacca, Benvenia, Pak Ling, 27th June—Benedict, Diomed.

Homeward—2nd June—Schuykill, 6th June—Pruisen, 9th June—Stentia, 14th June—Lowther Castle, 17th June—Roon, 24th June—Ernest Simon, Indrami, 27th June—Dardanus.

Arrivals at Home—2nd June—Friedrich, P. E. Barot, Albia, Armand St. Fillen, Bihly, Pyrrhus, Merlenthaher, Suevia, 8th June—Ceylon, 9th June—Silezia, 14th June—Ceylon, 17th June—Agamemnon, 21st June—Ellisburgh, 23rd June—Artemida, 27th June—Jason, Peru.

Post Office.

Hoihow and Bangkok—Per Ellisburgh Rickmers, 20th June, 8 A.M.
Halphong—Per Fri, 23rd June, 9 A.M.
Nagasaki, Moji, Kobe and Yokohama—Per Goldmouth, 20th June, 10 A.M.
Macao—Per Hongkong, 25th June, 11 A.M.
Swatow, Chefoo and Tientsin—Per Zhang, 29th June, 3 P.M.
Frederick, Wilhelmshafen, Herberthshaus, Matupi, Samarai, Brisbane, Sydney and Melbourne—Per Willard, 29th June, 5 P.M.
Hoihow and Halphong—Per Carl Diederichsen, 30th June, 5 P.M.
Halphong—Per Hongkong, 30th June, 9 A.M.
Swatow, Amoy and Foonchow—Per Hatching, 30th June, 10 A.M.
Manila—Per Longyang, 30th June, 11 P.M.
Manila—Per Rubi, 30th June, 3 P.M.
Samahui—Per Lulu, 30th June, 3 P.M.
Singapore, Sourabaya and Samarang—Per Foonching, 1st July, 10 A.M.
Europe, &c., India, via Taitcorin—Per Nubia, 1st July, 11 A.M.
Macao—Per Hongkong, 1st July, 11 P.M.
Shanghai—Per Yunnan, 1st July, 3 P.M.
Macao—Per Hongkong, 3rd July, 11 P.M.
Samahui—Per Samui, 3rd July, 3 P.M.
Macao—Per Hongkong, 4th June, 3 P.M.
Amoy, Swatow, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per Tartar, 5th July, 10 A.M.

Europe, &c., India, via Taitcorin—Per Darmstadt, 5th July, 11 A.M.
Macao—Per Hongkong, 5th June, 12 P.M.
Singapore, Penang and Calcutta—Per Kumagaz, 5th July, 2 P.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Siberia, 6th July, 11 A.M.
Macao—Per Hongkong, 6th June, 12 P.M.
Samahui—Per Samui, 6th July, 3 P.M.
Manila—Per Zehrherr, 6th July, 11 A.M.
Manila, Zamboanga, Thursday Island, Sydney, Cairns, Townsville, Brisbane, Cooktown, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Chinglin, 10th July, 3 P.M.
Cebu and Hoihow—Per Katsong, 11th July, 3 P.M.
Moji, Kobe, Yokohama, Victoria B.C. and Tacoma, Wash.—Per Putatun, 12th July, 10 A.M.
Amoy, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 12th July, 11 A.M.
Mails for Canton, Samahui, Wuchow and Macao will be closed on week days at 7.50 every morning. On Sundays the mail for Macao will be closed at 8 A.M., and that for Canton at 9 A.M.
Mails for Namtau, Samahui, Koozmoon, Kpmchut, Samahui, Wuchow and Canton every evening at 9 P.M. On Sundays the mails will be closed at 9 A.M.
No mail will be closed for Canton on Sunday evening.

June 27th, 1905.
Barometer 29.81
Temperature 84
Humidity 79
Rainfall 74

VISITORS AT THE HOTELS.

HONGKONG.
Abele, F. W.
Anderson, A. S.
Baker, A. S.
Bingham, Mr. & Mrs.
Bissell, E. J.
Bissell, W. S.
Bissell, S.
Blair, D. K.
Blau, O.
Boggan, Mr. and Mrs.
Bohne, Dr.
Bonner, E. A.
Bonhwick, Mrs. R. W.
Briggs, Mrs. G.
Brighton, F. G.
Broughall, L.
Brunner, Mr. and Mrs.
Carter, W. C.
Carter, W. C.
Chalmers, Dr.
Chambers, Mr. & Mrs.
Chapman, A. J.
Clark, Hon. Dr. Francis.
Clark, T.
Clegg, A. W., Esq. Lt.
Connell, J. J.
Cunningham, G.
Davies, F. O.
Davies, Mrs. J. T.
Deacon, F. B.
Doolittle, F. H.
Douglas, Capt. & Mrs. J.
Downing, Mr. and Mrs.
Fletcher, H.
Frost, B. L.
Glover, C.
Goodman, M.
Gordon, E. N. S.
Grant, A. W.
Grose, Dr. and Mrs. F.
Hall, Capt. T.
Hanson, J.
Hardeman, Miss.
Harding, R.
Harmer, F.
Hasselt, H. J.
Hill, C. J. G.
Hurst, R. N., Engineer.
Hutchinson, R. O.
Innes, Capt. R.
Kemp, H. H.
Kerr, F.
King, Chas. G.
Kings, Chas. G.
Knaggs, Dr. Samuel.
Kray, C.
Laing, A. H.
Laing, Dr.
Large, H. J. C.
Lewis, A. R.
Lewis, L. S.
Luckie, A. R.
Lytton, S. J.
Macdonald, D.
Macfarlane, C. H.
Marriott, Dr. O.
Matada, K.
McAra, T. P.
McCullough, R.
McKellar, Miss.
Merchant, Dr. E. B.
Merlees, Mrs. P. N.
Miller, P. L.
Moore, Dr. W. B. F. M.
Moore, Dr. W. B. F. M.
Murray, P. C.
Newington, A. G.
Offord, Mrs. Patey E.
Olliffe, O. C.
Pan, Mr. and Mrs. F.
Parfitt, W.
Paton, R. Noel.
Paton, Mrs. and maid.
Peak, W.
Perkins, Mr. and Mrs. T. L.
Popovich, A.
Pridale, N. S.
Raw, C. H.
Roach, Mrs. J. S. and child.
Robertson, Mr. & Mrs.
Robertson, J. M.
Rochet, L.
Scott, A. O.
Scott, W. P.
Shaw, Dr. H. H.
Skinn, A. J.
Snow, C. A.
Soper, C. H.
Stanley, H. H.
Stein, A. L.
Stevenson, H. B.
Stewart, W. M.
Swindell, Dr. Edgar.
Thornborough, J.
Tobin, R. J.
Trimnell, W. D.
Unbehau, C. H.
Vickers, R. C.
Wales, H. H.
Warrick, Capt. J.
Watkins, Miss E.
Williams, Mrs. C. J.
Woolmer, Mr. and Mrs. C. F.
Wright, Mr. and Mrs. Zehrmann, F. C.

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

* Flagship of Vice-Admiral Bayle, Commander-in-Chief.

* Flagship of Rear-Admiral de Pasque de Joazeiro, Second-in-Command.

PEAK.

Accott, E. F.
Beattie, A.
Beattie, M. P.
Bourcheir, Mr. & Mrs.
Boyd, Capt. and Mrs.
Brown, Mr. & Mrs. D. E.
Clothier, A. N.
Cocks, Mr. & Mrs. A. E.
Darling, Col.
Dixon, Mr.
Edwards, Mr. and Mrs.
Galer, Capt.
Hallingworth, Mr. and Mrs.
Harker, B. Brotherton.
Hassan, Mr. and Mrs.
Hazelard, F. A.
Holsaun, A.
Holt, Mr. and Mrs.
Huddeket, Mr. & Mrs.
Hudig, D.
Jeffries, H. U.
Johnson, Rev.
Joseph, Mr. and Mrs.
Kaye, Major and Mrs.
Kelsall, Major & Mrs.
King, Dr. and Mrs.
Loudon, Mr.
Macdonald, Mr.
Meles, Mr. and Mrs. G.
Mitchell, R.
Moxon, Mr. and Mrs.
Herbert.
Muellie, E.
Ollie, F. B.
O'Neill, J. L. Hugh.
Parry, Major.
Paxton, Capt. H. W.
Phillips, Major.
Pollock, K. C., Mr.
Relgie, Dr. and Mrs.
Sawyer, Capt. and Mrs.
Shelley, A.
Stad, Mr. and Mrs.
Stokes, Mr.
Thomas, Mr.
Uffel, W. von.
Vandis, Gordon.
Vereker, Capt. and Mrs.
White, Dr. and Mrs.
M. I.

CRAIGIEBURN.

Barnett, H. J. O.
Dann, C. H.
Gaskell, Mr. and Mrs.
Gibbons, J. E.
Gray, S. H.
Kaptayn, B. D.
Lyons, F. W.
Marchant, Capt. and Mrs.
Smith, E. Grant.
Grant, Mr. and Mrs.
Smith, H. Percy.
Webb, Mr. and Mrs.
Montague.
Wilson, Dr. Newell.
Woodward, Mr. & Mrs.
Young, J. Ashton.

OCCIDENTAL.

Becker, C.
Blumen, Dr.
Bruno, Dr.
Chandler, Lieut.
Emmett, Mr.
Fisher, R.
Hales, G. L.
Harms, F.
Imann, P.
Jahrling, Dr. and Mrs.
Key, Dr.
Kober, Dr.
Krell, Mr.
Lowe, Mr. and Mrs. J.
C. and daughter.
Meyer, Mr.
Munro, Miss A.
Ohme, A. L.
Rose, Mr. and Mrs. G.
H. and 2 children.
Sankson, W.
Schmidt, Dr.
Sen, S. N.
Thompson, Mrs. J. J.
Vojacek, F.
Wames, C. A.

KOWLOON.

Burton, W. E.
Evans, Mr. and Mrs.
Finkers and child.
Hall, J. S.
Johnston, Mrs. J.
Johnston, Miss B.
Johnston, Master.
Johnston, J.
Price, Capt. and Mrs. O. L.
Tenkate, Mr. and Mrs.

CHINA COAST METEOROLOGICAL RECORD.

	June 27th, 1905, a.m.	Bar.	Th. Bar.	Wind	Wv.
Vladivostok	5 a.m.	30.00	—	—	—
Hakodate	5 a.m.	29.87	—	—	—
Kobe	5 a.m.	29.86	—	—	—
Tokio	5 a.m.	29.83	—	—	—
Nagasaki	5 a.m.	29.83	—	—	—
Kagoshima	5 a.m.	29.84	—	—	—
Oshima	5 a.m.	29.81	—	—	—
Naha	5 a.m.	29.81	—	—	—
Ishigakijima	5 a.m.	29.81	—	—	—
Taihou	5 a.m.	29.80	—	—	—
Taichu	5 a.m.	29.81	—	—	—
Tainan	5 a.m.	29.82	—	—	—
Koshun	5 a.m.	29.81	—	—	—
Pescadore	5 a.m.	29.81	—	—	—
Weihaiwei	5 a.m.	29.78	91	SW	3
Sharp Peak	5 a.m.	29.76	83	SE	1
Amoy	5 a.m.	29.79	81	SW	1
Swatow	5 a.m.	29.73	84	SE	1
Canton	5 a.m.	29.81	84	70	—
Hongkong	5 a.m.	29.81	84	70	—
Victoria Peak	5 a.m.	29.81	84	77	—
Gap Rock	5 a.m.	29.82	84	77	—
Macao	5 a.m.	29.81	84	77	—
Haiphong	5 a.m.	29.81	84	77	—
Manila	5 a.m.	29.81	84	77	—
Bacolod	5 a.m.	29.81	84	77	—
Cebu	5 a.m.	29.81	84	77	—
C. St. James	5 a.m.	29.81	84	77	—

June 28th, 1905, a.m.

Vladivostok	7 a.m.	—	—	—	—
Vancouver	7 a.m.	—	—	—	—
Hakodate	7 a.m.	—	—	—	—
Tokio	7 a.m.	—	—	—	—
Kobe	7 a.m.	—	—	—	—
Nagasaki	7 a.m.	—	—	—	—
Kagoshima	7 a.m.	—	—	—	—
Oshima	7 a.m.	—	—	—	—
Naha	7 a.m.	—	—	—	—
Ishigakijima	7 a.m.	—	—	—	—
Taihou	7 a.m.	29.74	—	—	—
Taichu	7 a.m.	29.74	—	—	—
Tainan	7 a.m.	29.78	—	—	—
Koshun	7 a.m.	29.75	—	—	—
Pescadore	7 a.m.	29.75	—	—	—
Weihaiwei	7 a.m.	29.68	78	—	—
Sharp Peak	7 a.m.	29.79	91	—	—
Amoy	7 a.m.	29.70	81	—	—
Swatow	7 a.m.	29.77	81	—	—
Canton	7 a.m.	29.77	86	—	—
Hongkong	7 a.m.	29.80	85	—	—
Victoria Peak	7 a.m.	29.80	85	—	—
Gap Rock	7 a.m.	29.78	84	—	—
Macao	7 a.m.	29.79	84	—	—
Haiphong	7 a.m.	29.84	77	—	—</

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"NUBIA"

Captain F. J. Fox, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 1st July,
at Noon, taking Passengers and Cargo for in-
termediate Ports in connection with the Company's
S.S. *Mongolia*, 9,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arca-
dia*, due in London on the 13th August.

Parcels will be received at this Office until
p.m. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 17th June, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIC"

Captain Courlet, will be despatched for MAR-
SEILLES on TUESDAY, the 11th July,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *TOURANE*.....25th July.
S.S. *TONKIN*.....8th August.
S.S. *ARMAND BEHIC*.....22nd August.

G. DE CHAMPEAUX,
Agent.

Hongkong, 27th June, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJIB, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Pleades</i> ...	3,753	F.G. Purinton	At July 12
<i>Shawmut</i> ...	9,066	E. V. Roberts	July 20
<i>Tremont</i> ...	9,066	T. W. Garlick	Aug. 8

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation for
first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 26th June, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT MANTLES, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS

at the most moderate
prices.

Lamps fixed up
for Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
50, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

To Let.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905.

TO LET.

No. 12, KNUTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms. GAS and ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.

Rents very moderate.

Apply to—
H. RUTTONJEE,
No. 5, D'Aguiar Street,
37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—
H. N. MODY.

Hongkong, 4th May, 1905.

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CEN-
TRAL.

First Floor, No. 12, QUEEN'S ROAD,
CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S
ROAD, CENTRAL.

Apply to—
S. BISNEY,
Hongkong Hotel.

Hongkong, 8th June, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION,
Hongkong, 16th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Connected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.	
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	£1,000,000 \$8,000,000 \$350,000	\$1,493,408 Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/10 = \$2.46 for second half-year 1904 \$2 (London 3/6) for 1903	5 1/2 %	\$810 sales London 2/4	
Natinnal Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	5 1/2 %	\$37	
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	5 1/2 %	\$320 buyers	
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$1,192 \$362,366 \$371,445	Nil.	6 1/2 %	\$72 buyers	
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000 \$1,850,000	Tls. 217,119	8 %	Tls. 82	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$2,749 \$89,117 \$8,673 \$700,000 \$37,794	\$2,078,997	5 %	\$695 buyers	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$1,000,000 \$218,093 \$2,241	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$172 1/2
FIRE INSURANCES								
China Fire Insurance Company, Limited	20,000	\$100	\$70	\$1,000,000 \$1,000,000 \$1,200,505	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$87 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,200,505	\$360,372	\$34 for 1903	11 1/2 %	\$302 1/2
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000	\$8,832	\$1 for 1904	4 1/2 %	\$21
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$85,439 \$250,000 \$600,000 \$158,444	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$26,160	\$1 for second half year 1904	9 1/2 %	\$27 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£105,000 \$1,000,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	5 1/2 %	\$97 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000 \$40,000	Tls. 43,762	Tls. 24 final making Tls. 31 for 1904	7 1/2 %	Tls. 61 sales
Do. (Preference)	100,000	£1	£1	£4,116 \$65,000	£58,852	Tls. 12 final making Tls. 31 for 1904	7 1/2 %	Tls. 50 sales
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$24,257 \$400,000 \$1,175 \$19,153	\$929	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	24/- sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000 \$21,675 \$130,153	\$21,231	\$1.80 for year ending 30.4.1905	5 1/2 %	\$34 sales
Straits Steamship Company, Limited	5,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$21,231	\$10 for 1904	8 %	\$137 1/2 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of Tls. 12 making Tls. 31 for 1904	11 %	Tls. 30
REFINERIES								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 \$1,000,000 \$1,000,000	\$42,812	Final of \$15 making \$20 for 1904	6 1/2 %	\$215 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$85,987	\$3 for 1897	6 1/2 %	Tls. 71 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 \$1,000,000	Tls. 1,635	Tls. 24 for year ending 30.9.04	3 1/2 %	Tls. 7.80 buyers
MINING								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	£40,000 \$1,000,000	£7,820	No. 3 of 1/6	5 1/2 %	Tls. 7.80 buyers
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none \$1,000,000	G. \$673,091	50 cents making G. \$1 for 1904	5 1/2 %	\$31 17/8
Faith Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873 \$1,000,000	£4,029	No. 12 of 1/- = 48 cents	5 1/2 %	\$51
Société Française des Charbonnages du Tonkin	16,000	Frs. 250	Frs. 250	Fcs. 251,337 Fcs. 1,239,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
DOCKS, WHARVES & GODOWNS								
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000 \$70,000 \$58,473 \$10,000	Tls. 14,924	Final of Tls. 8 making F. 4. 13 for 1904/5	9 %	Tls. 143 sales
Fenwick (Geo.) & Co., Limited	6,000	\$25	\$25	\$150,000 \$100,000 \$35,000	\$8,577	\$3.75 for 1904	11 1/2 %	\$33 1/2
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000 \$2,000,000 \$2,000,000	\$29,422	Final of \$24 making \$5 for 1904	5 1/2 %	\$95 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000 \$35,500	\$498,289	\$6 dividend and \$1 bonus for 2nd half- year 1904 \$10 div. & \$5 bonus for year end 30/6/04	7 1/2 %	\$193 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000 \$55,500	\$89	\$18 for 1903 \$10 div. and \$2 bonus for 1903	5 1/2 %	\$270 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$150,000 \$150,000	\$47,936	\$7 dividend	7 1/2 %	\$111
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	\$150,000 \$150,000	\$47,936	\$7 dividend	8 1/2 %	\$111 1/2
Do. (Preference)	2,750	\$100	\$100	\$150,000 \$150,000	\$47,936	\$7 dividend	8 1/2 %	\$111 1/2
Shanghai and Hongkong Wharf Company	31,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	5 1/2 %	Tls. 176 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,000,000 \$1,000,000	\$206,545	\$20 for 2nd half year making \$26 for 1904	6 1/2 %	\$395
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500 \$1,000,000	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 193
LANDS, HOTELS & BUILDING								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none Tls. 34,000	Tls. 806	\$24 for year ended 30.6.1904	8 %	\$314 buyers
Astor House Hotel, Limited (Tientsin)	1,000	Tls. 50	Tls. 50	Tls. 50,000 Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 140 sellers
Central Stores, Limited	6,000	Tls. 50	Tls. 50	Tls. 300,000 Tls. 8,000	\$1,502	Final of 60 cents making \$1.80 for 1904	8 1/2 %	\$32 sellers
Do. (Founders)	113	\$15	\$15	\$1,500 \$1,500	\$1,502	None	7 %	\$74 buyers
Do. (New Issue)	24,000	\$15	\$15	\$360,000 \$360,000	\$3,600	Preferential of 7 per cent for 1904	7 %	\$100
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$100,000	\$5,554	\$5 for second half-year making \$10 for 1904	7 %	\$143
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000	\$37,875	Final of \$6 making \$12 for 1904	10 1/2 %	\$115 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 22,500 Tls. 20,986	Tls. 7,202	Tls. 24 for the year ending 31.3.1905	13 %	Tls. 19 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000 \$200,000	\$11,958	Interim of \$4	7 %	\$12
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000	\$377	90 cents for 1904	7 1/2 %	\$40 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000	\$377	\$3 for 1904	7 1/2 %	\$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,666	Tls. 3 final and Tls. 2 bonus making	6 1/2 %	Tls. 121 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 70,000 Tls. 70,000	Tls. 670	Tls. 8 for 1904	10 1/2 %	Tls. 47 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 772,600 Tls. 67,300	Tls. 725	Tls. 5 for 1904	5 1/2 %	Tls. 125 sellers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	Tls. 94,100 Tls. 5,150	Tls. 5,150	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 %	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000	\$1,247	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$55 sellers
COTTON MILLS								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none \$1,000,000	Tls. 11,655	Tls. 4 for year ended 31.10.1903	10 %	Tls. 40 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Co., Limited	125,000	\$70	\$70	none \$1,000,000	\$2,862	50 cents for the year ending 31.7.04	3 %	\$16 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,659	Interim of 3 % a/c 1898	...	Tls. 40 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none \$1,000,000	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 42 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	none Tls. 8,115	Tls. 20,950	4 % for 1897	...	Tls. 180
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	none	Dr. P. 2,584	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	7,500	\$10	\$10	none	...	First year	...	\$94 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
MISCELLANEOUS								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	...	First year	...	\$125 sellers
Bell's Asbestos Eastern Agency, Limited	8,664	12/6	12/6	none	1,161	6d. per share for 1903	5 1/2 %	\$54 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$5 for 1904	8 1/2 %	\$36
China-Borneo Company, Limited	60,000	\$12	\$12	none	Tls. 718	\$1 for 1904	8 1/2 %	\$12 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904	8 %	Tls. 64 sellers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$5,739	None	9 1/2 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,568	80 cents for 1904	9 1/2 %	\$84
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	...	\$2,706	\$14 for year ending 31.7.1903	7 1/2 %	\$17 sellers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500 \$400,000	\$95,054	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$160
Green Island Cement Company, Limited	100,000	\$10	\$10	\$25,000 \$186,000	\$75,511	\$2 for 1904	7 1/2 %	\$169
Do. (New Issue)	50,000	\$10	\$10	\$25,000 \$186,000	\$75,511	Final of \$14 making \$24	9 1/2 %	\$27 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$23,109 £3,000	£7,625	£1 div. and 2 1/2 bonus for 1903	7 1/2 %	\$160 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£3,000 £3,000	\$1,747	\$1.00 for year ending 30.4.1904	5 1/2 %	\$171 sales
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	50 cents for year ending 30.4.1904	5 1/2 %	\$171 sellers
Hongkong High-Level Tramways Company, Ltd.	1,125	\$100	\$100	\$10,000 \$5,356	\$2,796	\$15 for year ending 30.11.1904	7 1/2 %	\$124 sellers
Hongkong Ice Company, Limited	5,000	\$24	\$24	\$80,000 \$1,137	\$1,137	Final of \$13 making \$17 for 1904	7 1/2 %	\$142 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$299	\$10 for 1904	11 1/2 %	\$17 sellers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,500	\$3,400	Interim of \$5	6 %	\$135 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$475,000 \$21,582	\$21,582	\$8 for 1904	7 1/2 %	\$135 sales
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	Tls. 35,849	2nd quarterly of \$5, paid 15.6.03 mak- ing 50 far Tls. 134 for 1905	15 1/2 %	Tls. 220 buyers
Maatschappij tot Mijl-, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	\$2 for year ended 31.10.1904	9 %	\$23
Maynard and Company, Limited	3,400	\$10	\$10	none	Dr. Tls. 117,638	Tls. 5 for 1902	...	Tls. 25
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	\$832	Final of \$3 making \$5 for the year ending	9 %	\$54 sales
Moutrie (S.) Company, Limited	4,000	\$50	\$50	\$5,000	...	30.04	...	\$60
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	None	...	\$104 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 115,000 Tls. 15,072	Tls. 8,011	Final of Tls. 5 making Tls. 14 for 1904	7 %	Tls. 824 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000 Tls. 25,000	Tls. 10,247	Tls. 5 for 1903	6 %	Tls. 1674 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000 Tls. 17,220	Tls. 6,968	Final of Tls. 8 making Tls. 14 for 1904	4 1/2 %	Tls. 454 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 170,000 \$20,000	\$1,760	Final of 37/6 making 52/6 for 1904	7 1/2 %	\$80 sellers
Singapore Dispensary, Limited	600	\$20	\$20	\$20,000	...	\$64 for year ended 31.7.1904	...	\$25
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$5,068	None	7 1/2 %	\$8 buyers
Team Laundry Company, Limited	5,000	\$5	\$5	none	\$3,444	First year	...	\$74 buyers
Straits Ice Company, Limited	10,000	\$10	\$10	\$25,000 \$750,000	\$700	\$10 for second half year 1904	13 1/2 %	\$150 buyers
Straits Trading Company, Limited	2,000	\$100	\$100	\$25,000 \$50,000	\$84,813	\$1 div. and 35 cents bonus for half year	6 1/2 %	\$4 1/2
Tientsin Native City Waterworks Company, Ltd.	2,041	Tls. 100	Tls. 100	none	Tls. 2,025	Tls. 2 for half year	...	T-Tls. 100
Tientsin Waterworks Company, Limited	2,000	T-Tls. 100	T-Tls. 100	Tls. 17,259 Tls. 2,211	Tls. 2,211	Final of Tls. 4 making Tls. 8 for 1904	6 1/2 %	T-Tls. 125
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$20,000 \$4,802	\$4,802	50 cents for year ending 31.5.1904	9 1/2 %	\$91
Do. (Founders)	100	\$10	\$10	\$20,000 \$4,802	\$4,802	\$20.705 for year ended 31.5.1904	10 1/2 %	\$31 1/2
Watkins, Limited	10,000	\$10	\$10	\$30,000 \$25,000	\$6,000	\$1 for 1903	8 %	\$24 sales
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$30,000 \$25,000	\$5,000	Final of 50 cents making \$1 for 1904	12 1/2 %	\$14 sales
Whitman Powell, Limited	12,000	\$10	\$10	\$30,000	\$88	Interim of 50 cents for year 1904/1905	12 1/2 %	\$14 sales